

Latitude 38

VOLUME 216, JUNE 1995

CIRCULATION: 48,000



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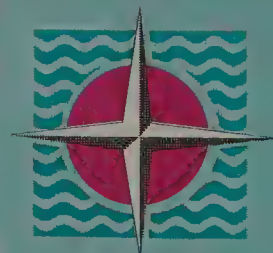
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COVER PHOTO: *Latitude 38*/Richard
On the Masthead.

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966. For more specific information, request writers' guidelines from the above address.



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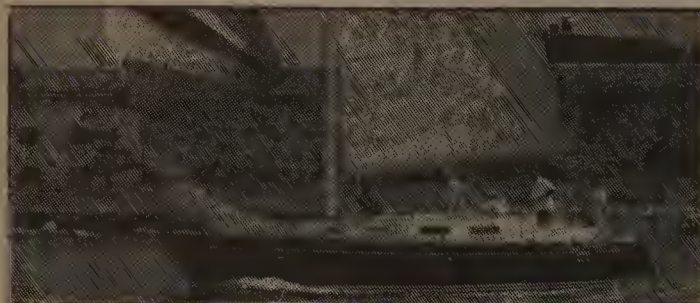
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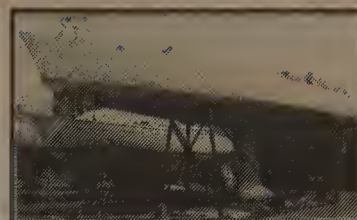
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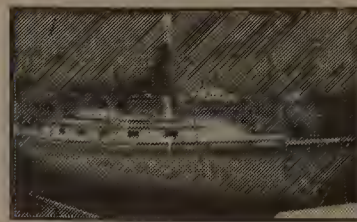


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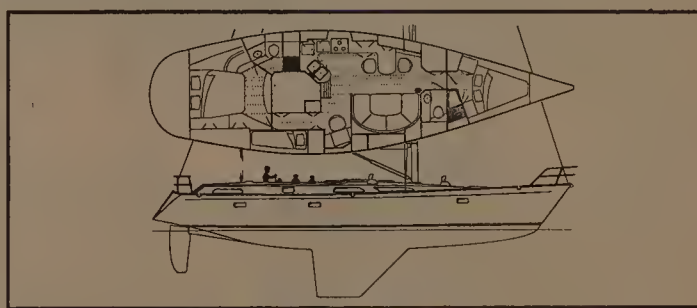


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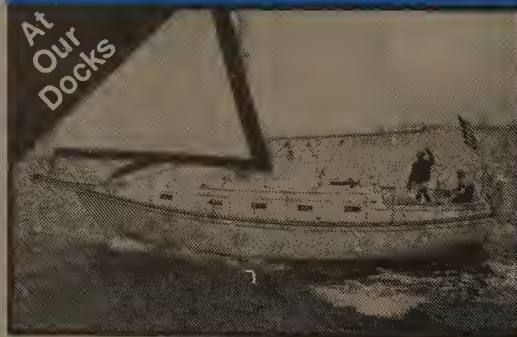
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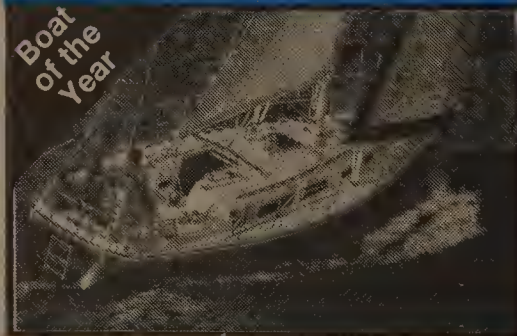
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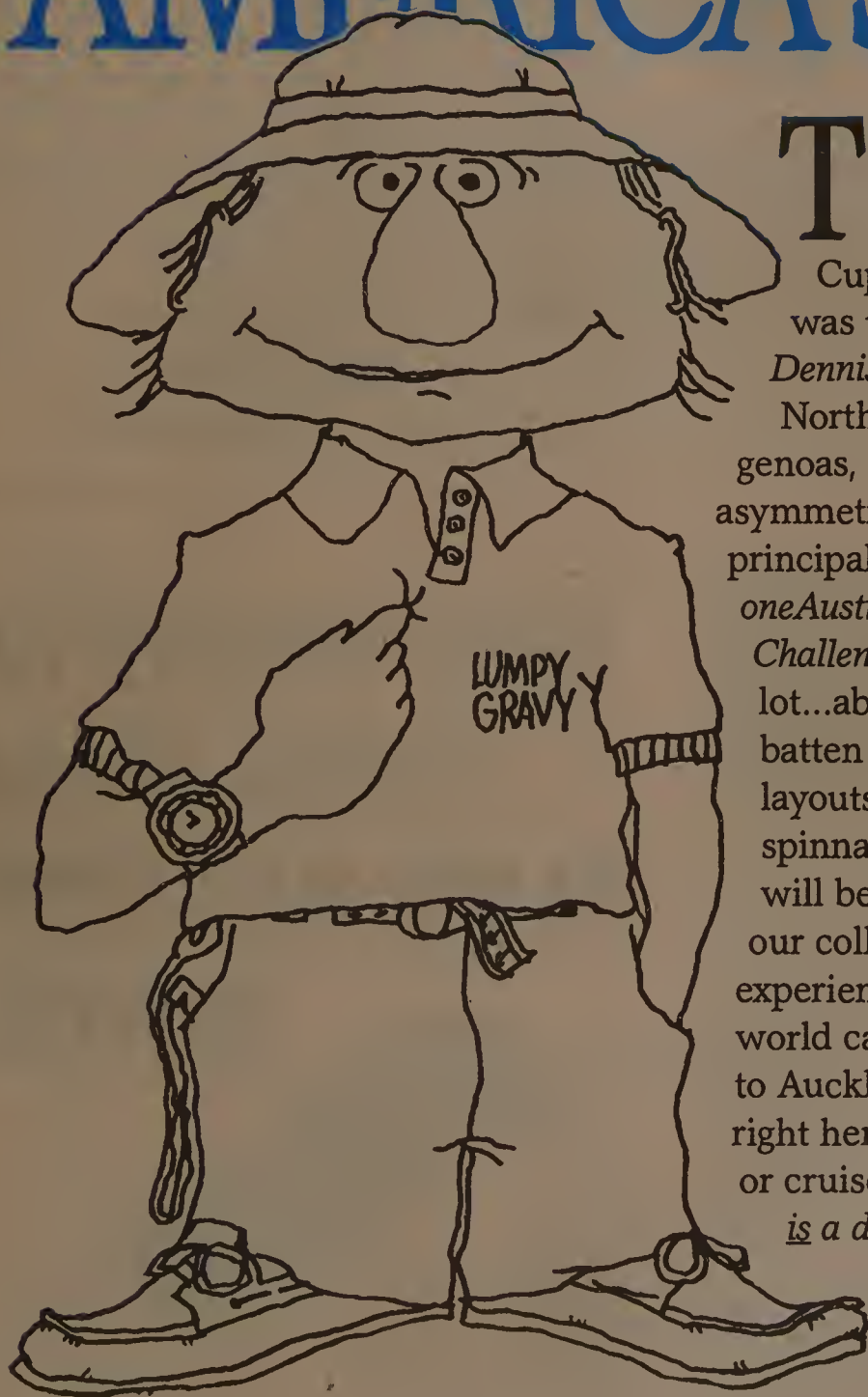
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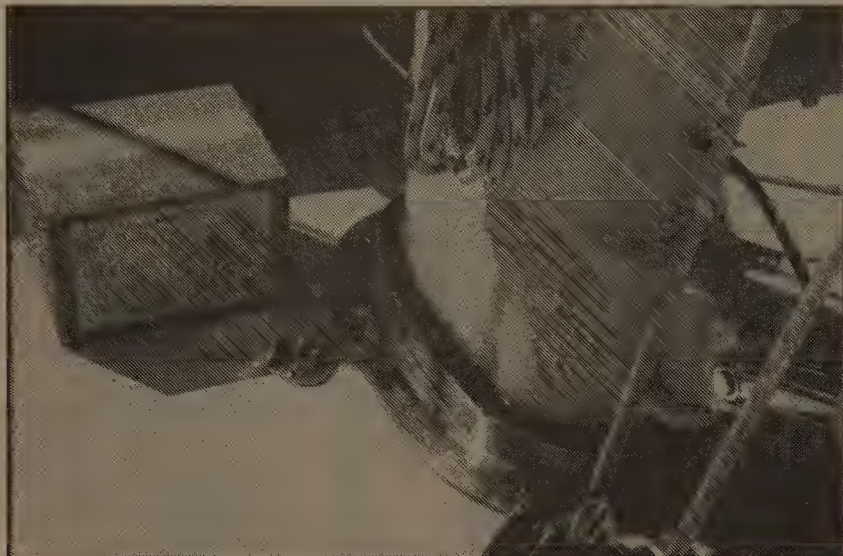


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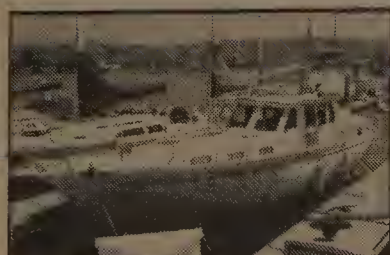


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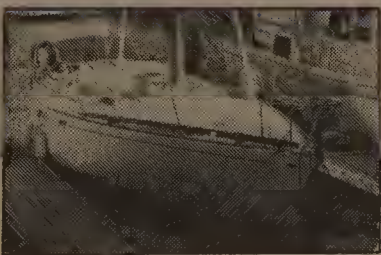
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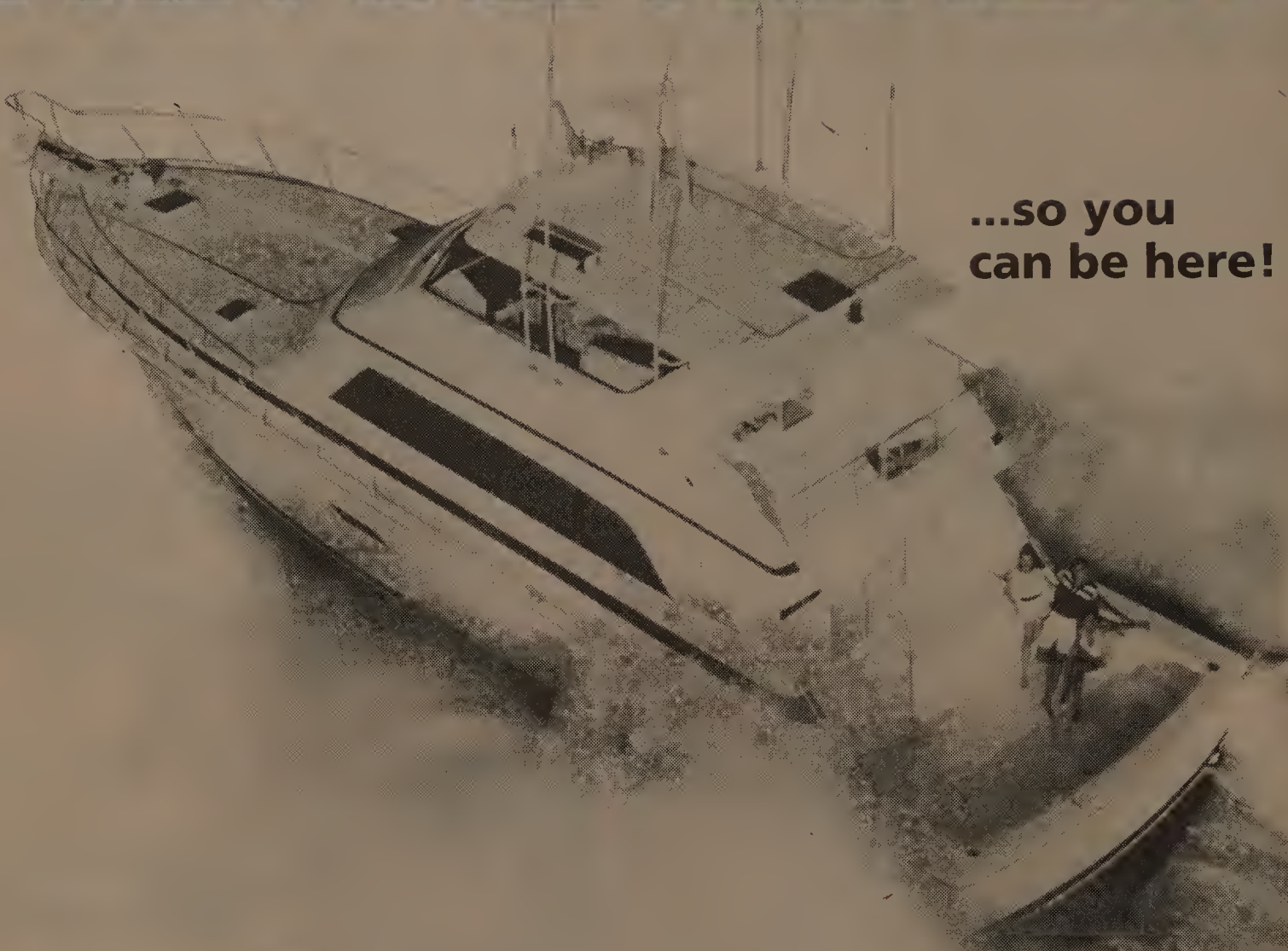
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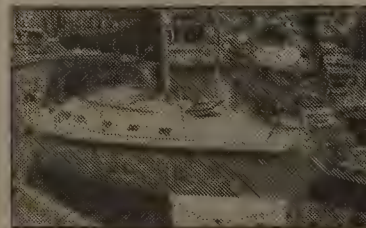
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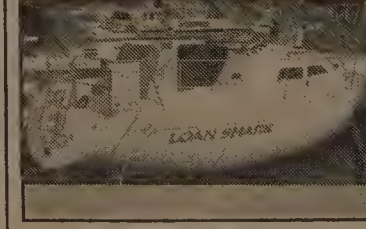
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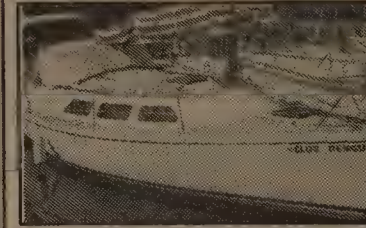
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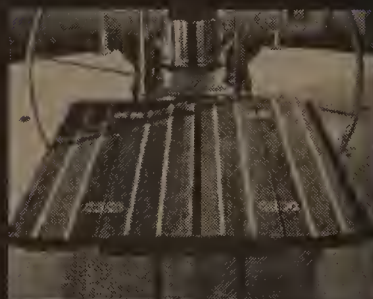
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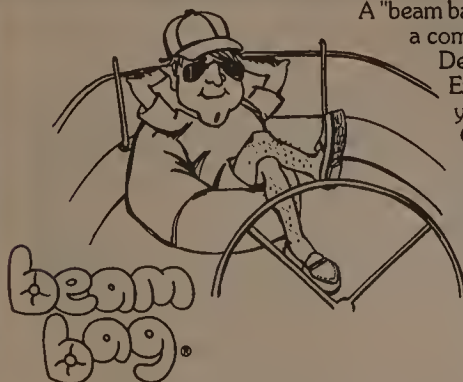
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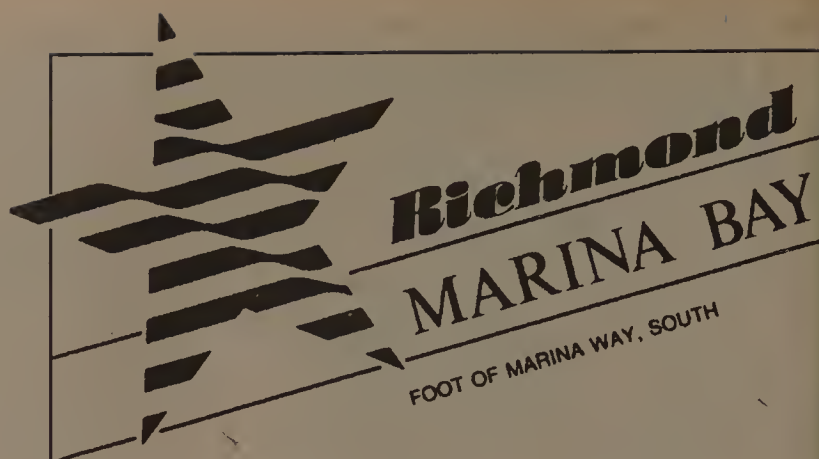
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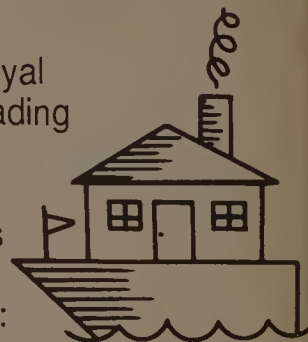
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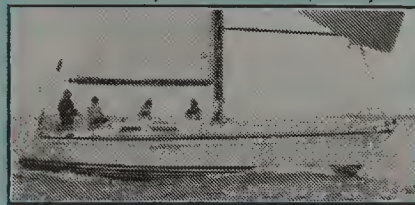
38' ERICSON, 1986

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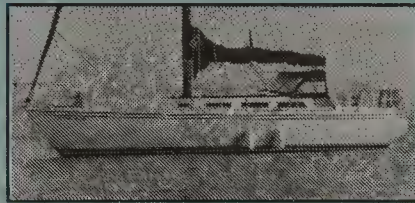
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(sistership)

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53	1990	750,000
57	1980	399,000
59	1985	725,000
65	1984	925,000



SWAN 53 Rapsallion (1990)

sistership

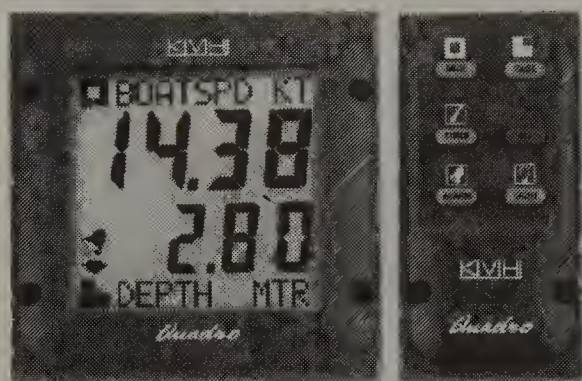
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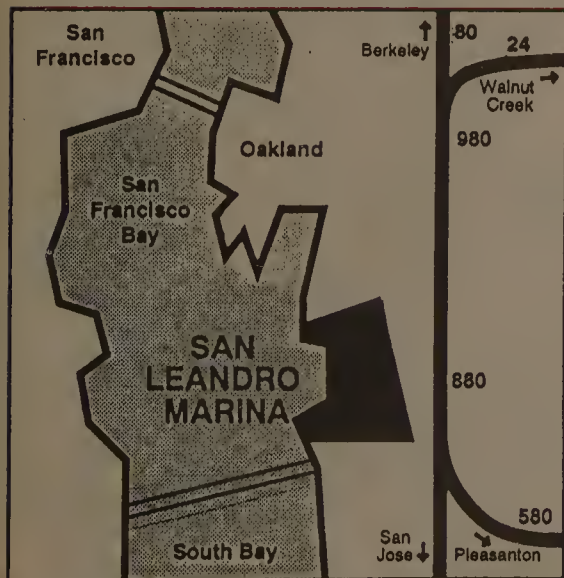
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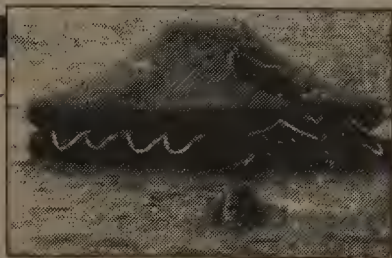
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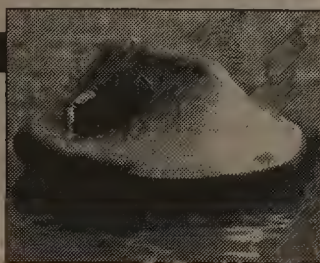
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• **Manually activated CO₂ inflation, 35lbs. of flotation, with built-in sailing harness.** Above vest with manual inflation, manual back-up and top-off. Specify small or medium/large. **\$95⁰⁰**

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• **Manually activated CO₂ Inflation, 35lbs. of flotation, with standard harness.** includes manual back-up and top-off. The most popular vest for pleasure boaters. Specify small or medium/large. **\$65⁰⁰**

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- Welcoming cocktail party for pre-registered skippers, crew and mates, Friday evening, July 7 (Late registration Saturday morning, July 8).
- Classic Pusser's Painkiller Party, barbecue, and awards ceremony, Sunday, July 9.



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CALENDAR

Nonrace

June 1-4 — Marina del Rey Boat and Water Recreation Show. MdR Chamber of Commerce, (310) 821-0555.

June 2 — "Sailing From Sacramento to Bora Bora," a free slide-illustrated presentation by Richard Guches and Candace Caze. Stockdale Marine Theater; 7:30 p.m.; details, (916) 332-0775.

June 3 — Nautical Flea Market at Oakland YC, 8 a.m. to 1 p.m. OYC, (510) 522-6868.

June 4 — "Sea-Going Medical Care," an interactive discussion with Dr. Don Van Dyken. Berkeley YC; free; 1-4 p.m. Christine Jackson, (510) 528-0172.

June 4 — BAADS Open House: Disabled and able-bodied visitors are invited to show up at South Beach YC between 11 a.m. and 4:30 p.m. for free 30-minute sailboat rides, on-shore lessons on the 'sailing simulator', knot tying instruction and more. Barbecue to follow. To learn about this opportunity, or about the Bay Area Association of Disabled Sailors (BAADS) in general, call 281-0212.

June 6 — Single Sailors weekly meeting, every Tuesday night through the summer upstairs at The Crow's Nest in Santa Cruz, 7 p.m.; \$5 admission; more info, (408) 462-6595.

June 8 — Coastal Cup Seminar #2, featuring guest speakers Kame and Sally Richards. Encinal YC, 7:30 p.m., free. Dan Fleming, (510) 769-0161.

June 9 — Barbecue and Open House at Berkeley YC following the Friday night race. "Drop in and experience the famous BYC hospitality." BYC, (510) 540-9167.

June 10 — ESPN coverage of the San Francisco Brut Cup, 10 a.m. Commentary by the ubiquitous Gary Jobson.

June 10 — Nautical Swap Meet at the new West Marine store in Sacramento, 8 a.m. to noon. Info, (916) 366-3300.

June 10-11 — Sailing Network Overnight Raft-Up at Clipper Cove. Eino Rich Niemi, (510) 785-0873.

June 10-18 — Catalina 30 Fleet 1 Delta Cruise. George or JoAnne Benson, (408) 268-6278 (nights).

June 12 — Full moon.

June 12-17 — National Safe Boating Week — buy a nicer life-jacket for yourself or someone you love.



Spinnakerphobia — get over it!

June 13 — "Curing Spinnakerphobia," a free lecture at Encinal YC by Sally Richards of Pineapple Sails. Cocktails at 6 p.m.; dinner at 7 p.m.; program at 8 p.m. RSVP, (510) 522-3272.

June 16 — "Electronic Navigation: GPS, Loran and Radar," presented by various factory reps at Stockdale Marine (Sacramento); 7:30 p.m.; free; details, (916) 332-0775.

June 17 — Shipwreck Brunch and Bar Party on the sand bar

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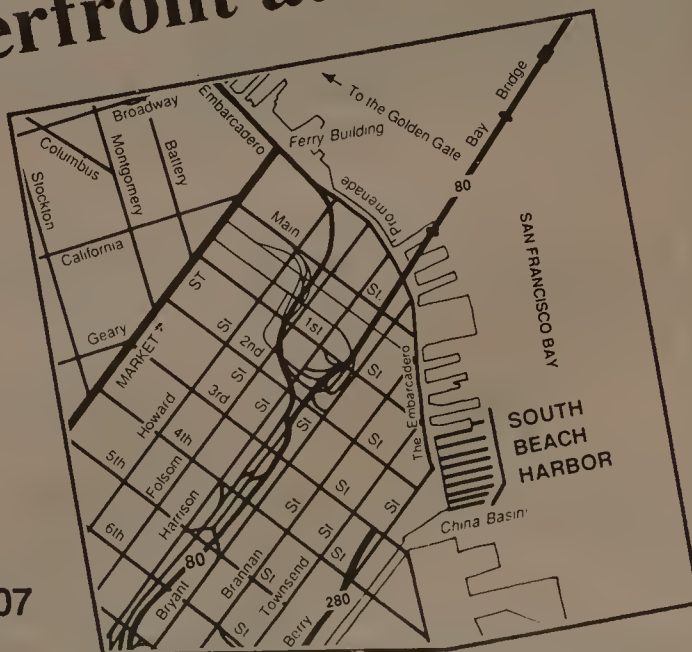
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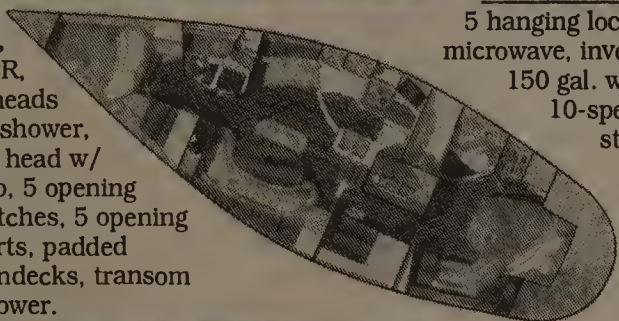
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CALENDAR

three miles east of Benicia Marina, 9 a.m. to 2 p.m. Opening and closing ceremonies, hearty brunch, games and more for only \$10; Benicia YC, (707) 746-6600.

June 17 — Booksigning: Two-time Whitbread vet and Cubette team captain Dawn Riley will appear at the Armchair Sailor in Sausalito to promote her new book *Taking the Helm*. 1-4 p.m.; info, 332-7505.

June 17 — Hans Christian Owners Association semi-annual meeting. Details, John Gratton, 780-5774.

June 17-18 — Islander 36 cruise to San Leandro YC. Rich Princeau, (408) 985-8542, or Rick Van Mell, 962-1515.

June 17-18 — Ericson 27 Fleet Cruise-In to San Francisco YC. Bill Lewis, (408) 736-5940.

June 18 — Dad's Day — take the ol' man sailing!

June 20 — "Curing Spinnakerphobia," a replay of the June 13th lecture, this time at Berkeley YC; 7 p.m.; free! Christine Jackson, (510) 528-0172.

June 23, 1916 — Wreck of the month: *Aberdeen*, a 499-ton steam schooner built in Aberdeen, Washington in 1899. Powered by a 425-hp compound engine, the *Aberdeen* carried passengers and lumber up and down the coast until 1911, when she was sold to Fred Linderman of San Francisco. Her next assignment was a messy one: 'Ab hauled barges of garbage from Oakland out to sea, off-loading her cargo near the Farallones. This was a controversial practice even then, mainly because the garbage occasionally floated back up on the shores of San Francisco and San Mateo counties.

Returning from dumping her last load, *Aberdeen* capsized in heavy seas just outside the Golden Gate. Her captain and several crew perished as the boat broke up. Ironically, *Aberdeen's* hull came ashore over a three-mile stretch of Ocean Beach — one last pile of litter to cap off a less-than-distinguished career.

June 23-25 — First Annual West Coast Moran Owners' Get Together in San Diego Bay. Roxanne Black, (619) 557-0133.

June 24 — CPR Class, 10 a.m. to 1 p.m. at the Golden Gate YC. Cost is \$25; graduates earn a two-year certificate. To register, call 346-2628.

June 24 — Master Mariners Benevolent Association annual meeting, beginning at 5 p.m. at the Corinthian YC. Craig Swayne, 285-1500.

June 25 — Second Annual Wooden Boat Show, sponsored by the Master Mariners Benevolent Association and the Corinthian YC. Traditional wooden sailing vessels will be on display between 10 a.m. and 3:30 p.m. at CYC in Tiburon. Terry Klaus, (510) 337-0514.

June 25 — Skipper's Meeting for the Coastal Cup, 4 p.m. at Encinal YC. Bon voyage party begins at 3 p.m. Encinal YC, (510) 522-3272.

July 1-4 — Hans Christian Owners Association cruise to South Beach Harbor. Joe and/or Sandie Tynik, (408) 776-0977.

July 14-16 — Catalina Yachts Summer West Coast Rendezvous at the Isthmus (Catalina Island). Morgan and Capri owners also invited. Info, (818) 884-7700.

July 15 — Master Mariners River Rat Cruise, a "week of fun in the sun." Leaves Raccoon Strait at 10 a.m. for Driftwood YC (Antioch) the first night, second night at Steamboat Slough, etc. Dan Drath, 851-7601.

July 16 — Sausalito West Marine Flea Market, 8 a.m. to 2 p.m. More seller spots than before! Bobbi, 332-0202.

July 22 — Third Annual Historic Work Boat Association Festival at Point San Pablo YC, beginning at noon. Jan Owen, (510) 236-7664.

Racing

June 2-4 — ICYRA/Sperry Top-Sider National Dinghy Championship, hosted by USC at Alamitos Bay YC (Long Beach). The sixteen best collegiate sailing teams will compete in FJs for national bragging rights — should be intense! Blake Middleton, 723-2811.

June 2-4 — Woody Invitational. St. Francis YC, 563-6363.

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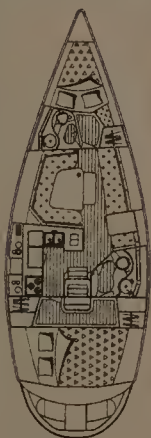
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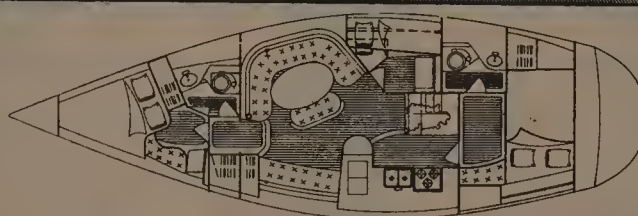
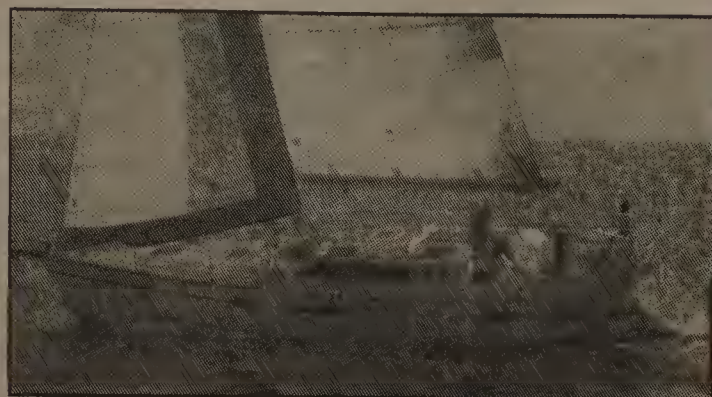
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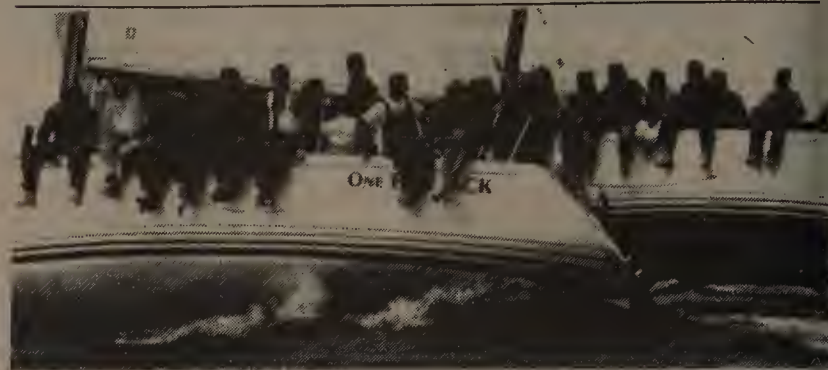
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CALENDAR

June 3-4 — Regatta in Paradise, aka the Moore 24 Pacific Coast Championship. Tiburon YC; Alice Martin, 457-0952.

June 4 — SCORE #3. Santa Cruz YC, (408) 425-0690.

June 5-9 — Vauxhall Royal Lymington Cup, England — round two of the five-regatta Brut Cup. Can Roy Heiner win again?



Riding the Expressway.

June 9-11 — International 14 Nationals, held in conjunction with a 505 invitational regatta. St. Francis YC, 563-6363.

June 10 — Fifth Annual Delta Ditch Run. Ride the flood from the Brothers to Stockton Sailing Club. Classes for ULDBs (2), heavies (2), one design (Wabbit, Moore 24), cruisers and multihulls. Richmond YC, (510) 237-2821.

June 10 — OYRA Hard Day's Night (ex-Ong Triangle), a new 51-mile overnight 'magical mystery tour' beginning at 6 p.m. off Golden Gate YC. Pray for wind! YRA, 771-9500.

June 10 — Cal 20 'B Fleet' Races — all Cal 20s welcome! Richmond YC; Peter Fowler, (510) 658-8192.

June 10 — Colin Archer Race for double-ended 'crab crushers', rescheduled from May. Encinal YC; Dan Fleming, (510) 769-0161.

June 10-11 — Smythe (Lasers), Bemis (Laser IIs) and Sears (Moore 24s) Area G finals. Santa Cruz YC; Patrick Andreasen, 563-6363.

June 10-11 — 14th Go For The Gold Regatta, lake racing near Nevada City. Info, (916) 432-9449.

June 10-11 — One Design Union (ODU) Invitational Regatta for 11:Metres, Etchells, Stars, Express 27s, J/24s, Melges 24s and Cal 20s. Four short windward/leewards each day, leeward gates, maximum racing. Richmond YC; Kers Clausen, (510) 444-4144.

June 12 — Radio controlled sailboat races begin at Golden Gate YC and continue every other Friday night until August 25. First gun is at 1700. GGYC, 346-BOAT.

June 16 — 24th Annual South Tower Race, "140 miles of pure joy." Stockton Sailing Club; Bob Doscher, (209) 957-0850.

June 17 — SSS Corinthian Race, a 25-mile Bay race for the shorthanded set. Shama Kota, 332-5073.

June 17 — Oakland-Catalina Race, back after a two-year hiatus. Latest word is that the two new maxis, *Cheval* and *Sayonara*, were running late and may not make the race after all, bringing the total of racers down to five or six. Metropolitan YC, (510) 893-MYCO.

June 17 — Midnight Moonlight Maritime Madness. Watch out for rum squalls and large stationary concrete objects. SFYC, 435-9133.

June 17 — South Bay YRA race #3, hosted by the funky Bay View Boat Club. Mike Dixon, (510) 635-5878.

June 17-18 — Clear Lake Regatta, now at the Clear Lake Riviera Yacht & Golf Club. Bring your sticks! SBRA, (408) 264-SAIL.

June 17-18 — Plaza Cup for SC 27s and Olson 30s. Monterey Peninsula YC, (408) 372-9686.

June 23-25 — 11th Trimble/North Sails Race Week in Long Beach, one of the best SoCal regattas. PHRF racing for boats between 18-174, and one design starts for Schock 35s, J/35s, Melges 24s and Catalina 37s. Bruce Golison, (310) 438-1166.

June 23-29 — U.S. Youth Sailing Championship, sailed out of

The family team running *Titan*, the latest Nelson Marek ILC 46, and flying UK's next generation Accucut II sails, almost took the Key West Race Week from the assembled pros. A month later *Titan* won the SORC from the same fleet of pros.

WHY ARE WE BRAGGING ABOUT A WIN AT THE SORC?

Right out of the yard Tom Hill and his son Tom Hill, Jr., took *Titan* and a full suit of our newly-designed sails to Key West Race Week and went home with a third in Class A. Not too shabby after just one week on the water. Moving up the learning curve, Team *Titan* won Class A at their very next regatta.

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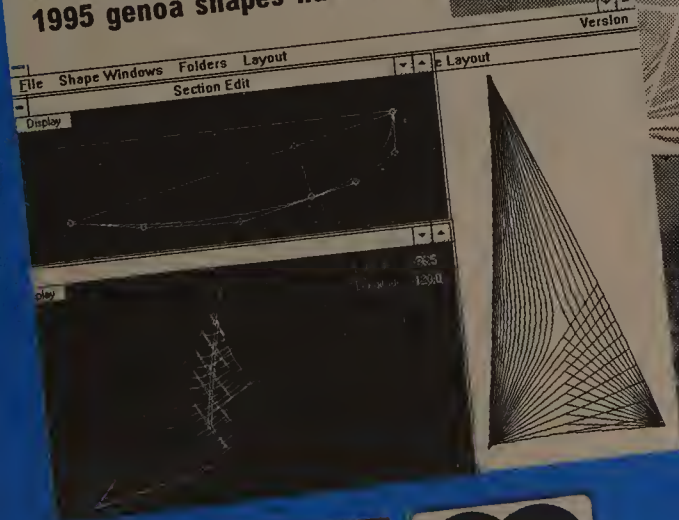
rounder, more efficient entry for faster acceleration. The leeches follow the rig allowing for higher pointing, while the flatter back ends give the sails a greater wind range since they are easier to depower.

Every sail on *Titan* was designed with our new 1995 shapes, and we know these first two events are just the beginning of her successes.

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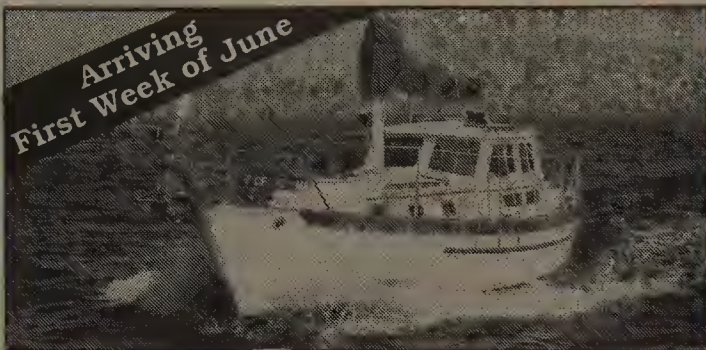


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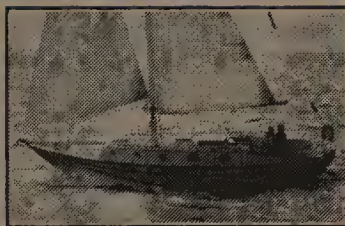
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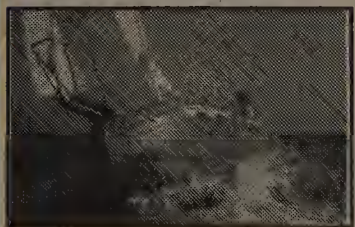
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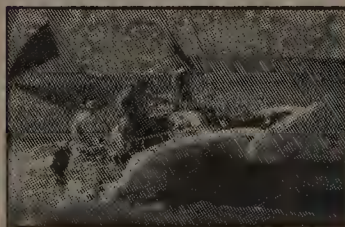
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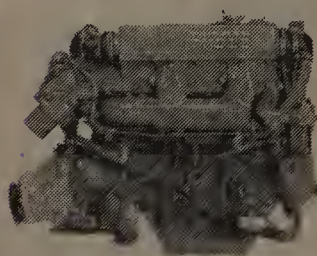
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CALENDAR

Richmond YC. The best junior sailors (under 20 years old) in the country will be here — look for a 60-boat Laser fleet, along with 35 Lasers IIs and 30 Mistral IMCOs. Hosted by all the major NorCal yacht clubs, coordinated by NCYSA. Dick Loomis, (707) 942-4006, or Patrick Andreasen, 563-6363.

June 24 — Spring One Design #3 for Tuna 22s, J/24s and SC 27s. Santa Cruz YC, (408) 425-0690.

June 24 — Farallones Race for fully crewed boats. Why is the singlehanded one held first, then the doublehanded one, then this one? Given the typical weather patterns (i.e., snotty in early spring, mellowing as the season progresses), wouldn't it make sense to change the order of these races? San Francisco YC, 435-9133.

June 25 — 26th Annual Bull & Belle Race, coed El Toro team racing on Lake Elizabeth. Fremont Sailing Club; Gail Yando, (510) 232-6310.

June 28-July 2 — TransPac Race (staggered starts still to be determined). See *Racing Sheet* for local entries. Sandy Martin, Entry Chairman, (310) 608-3401.

June 30 — Matt Jones, St. Francis YC's esteemed race manager, turns 40! Stay tuned — mid-life crisis sure to follow!

July 1 — 44th Annual Boreas Race, 90 miles from the Cityfront to Moss Landing for PHRF and motor divisions. Co-sponsored by Elkhorn YC (408) 724-3875 and Oakland YC, (510) 522-6868.

July 1-2 — Laser Slalom: 32 young guns will shoot it out in hopefully nuclear conditions. St. Francis YC, 563-6363.

July 2 — San Francisco to Santa Barbara Race. Encinal YC; John Boyd, (707) 823-3182.

July 6-8 — Laser North Americans. St. Francis YC, 563-6363.

July 8 — The Treasure Island Toot Race and Barbecue. Sierra Point YC; John Felch, (408) 741-0880.

July 8 — 28th Annual TransTahoe Race, open to monohull boats over 21 feet. Barbecue and Pusser's Rum 'painkiller party' the next day. Tahoe YC; John Utter, (702) 329-2311.

July 8-9 — High Sierra Regatta, weekend #1. High altitude racing at beautiful Lake Huntington for centerboarders and multihulls. Fresno YC; Dave Mosher, (209) 673-2344.

July 15 — SSS South Beach Race. Shama Kota, 332-5073.

July 15 — Adams Cup Area 'G' Eliminations, a women-only Santana 22 regatta. San Francisco YC; Jodi Lee, (510) 521-7131.

July 15 — Ericson 27 Regatta. Bill Lewis, (408) 736-5940.

July 15-16 — PICYA Championships: Lipton (PHRF ratings between 48-84), Larry Knight (120-150) and Little Lipton (162-198). Three races hosted by St. Francis YC; regatta chairman Wes Wallstrom, (209) 668-1453, or principal race officer Doug McVae, 479-7411.

July 15-16 — High Sierra Regatta, weekend #2 (PHRF, one design keelboats, Thistles). FYC; Dave Mosher, (209) 673-2344.

July 17-19 — Moore 24 Nationals at Huntington Lake. Royce Fletcher, (408) 426-6470.

July 21-23 — Santana 22 Intergalactic Championship. San Francisco YC; Erik Menzel, (510) 525-9024.

July 22 — Silver Eagle Race, a 75-mile inside the Bay race. Island YC; Rich or Shirley Ahlf, (510) 672-2514.

July 22-23 — Wylie Weekend at Encinal YC, including two Central Bay races on Saturday and Estuary match races on Sunday. Starts for Wylie 34s, Wabbits, Hawkfarms and an open division for custom Wylies. Pool party and barbecue Saturday night — all present and former Wylie owners and crew are invited whether or not they race. Rich Fisher, (510) 313-8512 (days).

July 22-23 — High Sierra Regatta, weekend #3 (Catalina 22, Snipe, Mercury, various others). FYC; Dave Mosher, (209) 673-2344.

Summer Beer Can Races

BAY VIEW BC — Monday Night Madness: 6/5, 6/19, 7/24, 8/7, 8/21, 9/18. John Super, 243-0426.

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*Johnson Controls at the 1995 11:Metre Citibank Spring Cup,
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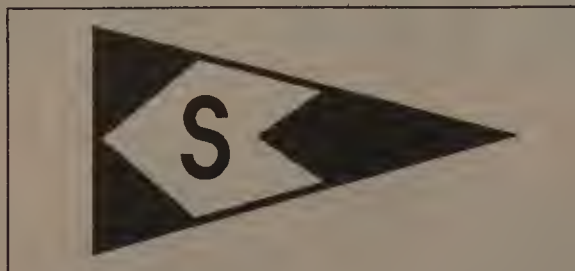
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CALENDAR

through 9/28. Ken Van Story, (707) 746-0788.

BERKELEY YC — Friday Night Series: every Friday through 9/15. Bobbi Tosse, (510) 939-9885.

CORINTHIAN YC — Friday Night Series: every Friday night through 9/15. CYC, 435-4771.

COYOTE POINT YC — Wednesday Night Beer Can Races: every Wednesday through 9/13. Kevin Knick, 347-4850.

ENCINAL YC — Friday Night Twilight Series: 6/9, 6/23, 8/4, 8/18, 9/8, 9/22, 10/6. Rod Kidd, (510) 814-7285.

GOLDEN GATE YC — Friday Night Series: 6/2, 6/16, 8/4, 8/18. Nancy Wesley, 228-3903.

GOLDEN GATE YC — Wednesday Night Woodies: 6/7, 6/14, 6/21, 6/28, 8/2, 8/9, 8/16, 8/23. Ed Welch, 851-3800.

ISLAND YC — Friday Nights on the Estuary: 6/2, 6/16, 7/28, 8/11, 8/25, 9/15, 9/29. Ben Mewes, (510) 534-7317.

OAKLAND YC — Sweet Sixteen Series: every Wednesday night through 6/28 and 8/2-9/20. John English, (510) 223-3535.

OYSTER POINT YC — Saturday Night Series: 6/24, 7/22, 8/26, 9/23. Chris Farrar, 968-2925.

RICHMOND YC — Wednesday Night Series: 6/7, 6/21, 7/5, 7/19, 8/2, 8/16, 9/6, 9/20. RYC, (510) 237-2821.

SANTA CRUZ — Wednesday Night Series: every Wednesday night through 10/25. Mike Evans, (408) 476-5671.

SAUSALITO CC — Friday Nights: 6/9, 6/23, 7/28, 8/11, 8/25, 9/8, 9/22. Gordon Douglas, 332-0717.

SAUSALITO YC — Sunset Series (Tuesday nights): 6/13, 6/27, 8/1, 8/15, 8/29, 9/12, 9/26. Mark Daniels, 331-3010.

SEQUOIA YC — Wednesday & Friday Night Beer Can Series. Free pursuit races through October! Randy Hough, 365-6383.

SIERRA POINT YC — Saturday Beer Can Races: 6/10, 7/8, 8/12, 9/9. John Felch, (408) 741-0880.

SOUTH BEACH YC — Friday Nights: 6/9, 6/23, 7/7, 7/21, 7/28, 8/4, 8/18, 8/25, 9/8, 9/15. Roger Neathery, (408) 738-1100.

ST. FRANCIS YC — Friday Night Series: 6/9, 6/23, 7/7, 7/21, 8/4, 8/18, 9/1. Matt Jones, 563-6363.

TIBURON YC — Friday Night Series: 6/9, 6/16, 6/23, 7/7, 7/14, 7/21, 8/4, 8/11, 8/18, 9/8. Lon & Susie Woodrum, 332-5970.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), P.O. Box 1678, Sausalito, CA 94966. Better yet, fax them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

June Weekend Currents

date/day	slack	max	slack	max
6/03Sat		0157/1.8F	0430	0804/3.9E
	1147	1453/2.9F	1828	2045/2.2E
6/04Sun	0007	0249/1.6F	0521	0853/3.5E
	1230	1541/2.8F	1914	2137/2.3E
6/10Sat		0213/4.9E	0611	0908/3.7F
	1225	1443/2.8E	1756	2053/3.3F
	2347			
6/11Sun		0303/5.5E	0659	1000/4.3F
	1320	1537/2.9E	1846	2142/3.5F
6/17Sat		0200/2.8F	0451	0800/4.6E
	1152	1456/3.9F	1818	2045/2.9E
6/18Sun	0026	0303/2.5F	0555	0854/3.9E
	1246	1551/3.4F	1909	2143/2.9E
6/24Sat		0234/4.0E	0630	0941/3.3F
	1238	1515/1.9E	1816	2110/2.5F
	2352			
6/25Sun		0312/4.3E	0711	1022/3.5F
	1324	1549/1.9E	1857	2147/2.6F

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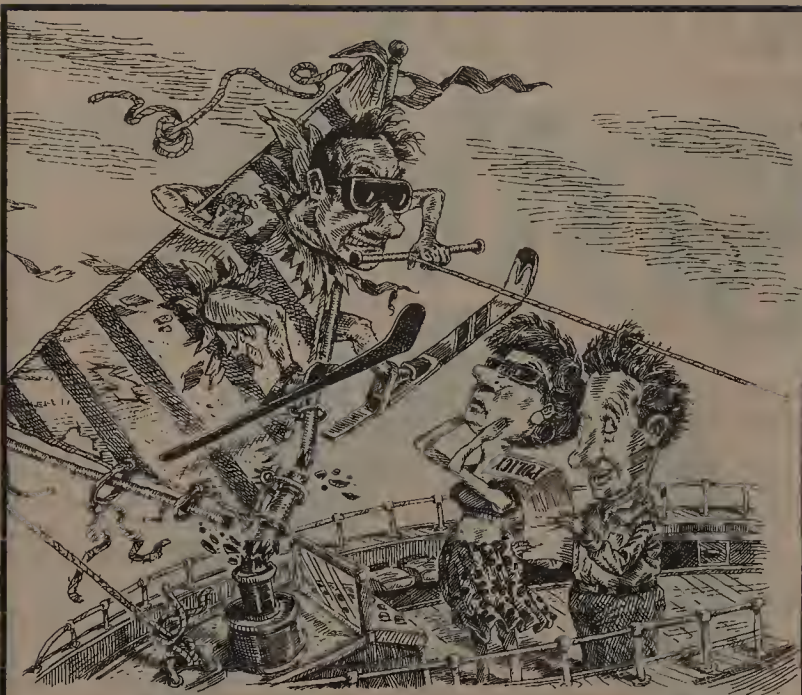
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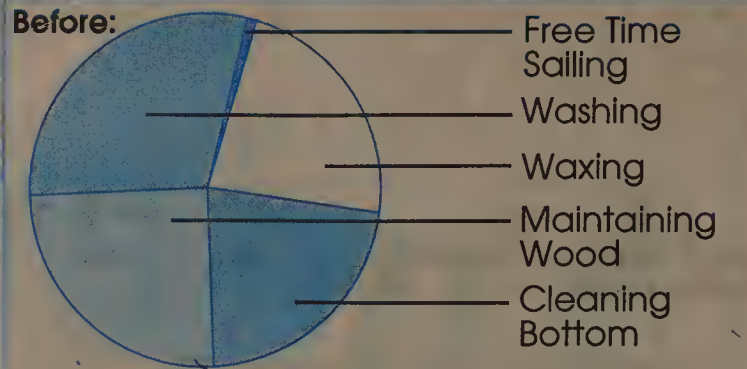
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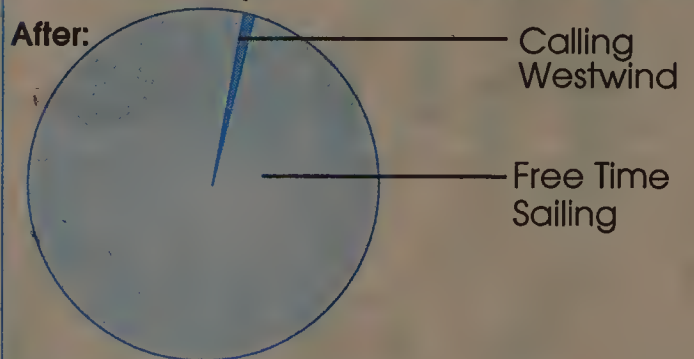
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SWAN 44 URSA (1992): Want a new Swan for 2/3 the price? This is your boat, originally costing well over \$700,000. Almost unused Frers design with 6.9' bulb keel, swim platform, 2 GPSs, 2 autopilots, IBM-PC, SSB, ham, fax, radar, furling jib, watermaker, central heating. Pacific Northwest, **\$495,000.**



SWAN 53 TO THE MAX (1989): Undefeated in the past two Swan Regattas, yet shows no use. Fresh sail inventory, good electronics, kept under full cover since new, and professionally maintained. **\$695,000.**



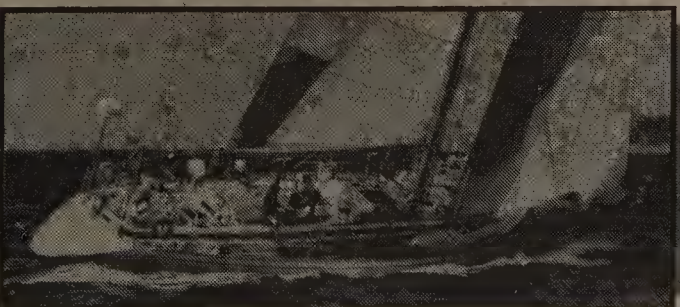
ANDREWS 53 BOBO (1990): Westerly built with 10 new ('94) racing sails, updated electronics, excellent condition throughout. At our docks in Newport Beach. *Price reduced, owner wants the boat sold immediately!* **\$395,000.**



SWAN 36 ALA (1992): Only 50 engine hours, kept under full cover, looks better than new. Radar, swim platform, GPS, inverter, racing and cruising sails, including 2 spinnakers. Coming to Newport Beach in May. **\$290,000.**



SWAN 46 TUNDRA (1985): Designed purely for fast cruising, with aft cockpit entrance to owner's cabin, Scheel keel, watermaker, computerized chart system, radar, SSB. Located Friday Harbor, WA. **\$450,000.**



SWAN 59 MS. BLU (1986): Never chartered, always maintained to perfection, this one-owner yacht features new watermaker and GPS, plus radar, SSB, Loran, generator, and custom aft cabin with extra-long queen-size berth. Located Newport Beach. **\$850,000.**



SWAN 44 CAROLINA (1973): Winner of the '89 "Elegance" award at the Swan Regatta, this is one of the finest 44s available. New '89 teak decks, custom 2-spreader mast, recent engine, many new sails, loaded with electronics. Located Vancouver. **\$150,000.**

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DC System Efficiency (in amp/hrs per 24 hrs)

PLACE	MANUF.	REF.	FZR.	TOTAL
1	GLACIER BAY	12.2	44.9	57.1
2	GRUNERT	29.1	55.2	84.3
3	TECHNICOLD	31.9	69.7	101.6
4	CROSBY	36.7	69.0	105.7
5	TECHNAUTICS	31.1	77.1	108.2

Engine Drive Efficiency (in hrs run time per 24 hrs)

PLACE	MANUF.	REF.	FZR.	TOTAL**
1	GLACIER BAY	.27	1.1	1.1
2	TECHNICOLD	.43	1.4	1.4
3	SEA FROST	.35	1.6	1.6
4	GRUNERT	1.10	1.6	1.6
5	TECHNAUTICS	.42	2.0	2.0

** Totals do not add up due to simultaneous pull-down of plates.

Holdover (hrs per cu ft of plate volume)

MANUF.	REF.	Place	FZR.	Place
GLACIER BAY	98.7	1	19.9	1
SEA FROST	78.4***	2	12.5	4
TECHNICOLD	56.4	3	13.5	3
CROSBY	49.0	4	16.2	2
TECHNAUTICS	32.1	5	6.5	6
GRUNERT	23.3	6	6.9	5

*** Temperatures maintained outside test parameters

* The Ultimate Refrigeration Test, Cruising World Magazine, June 1995.

All tests conducted in a controlled tropical environment on a 5 cu ft refrigerator and 3 cu ft freezer with 4" of insulation. Additional heat load was added to simulate daily use of the boxes by a live-aboard couple.



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LETTERS

THE LONG AND SHORT OF IT

And now, a tale of the self-starting diesel.

Friday, March 25, was a beautiful day. As I approached *Enjoying*, our CHB trawler, I was thinking how nice it would be to go for a cruise on Saturday or Sunday. Apparently *Enjoying* was in agreement because she was already up and running! A quick look confirmed that both cabin doors were closed and locked, and all the hatches were closed.

"Strange," said I, as I cautiously unlocked the door and peeked inside. I reached up and hit the 'kill' button and noticed that there was no key in the ignition. A diesel, of course, doesn't need the ignition to run, but how did it start? The first clue came when I tried to restart the engine. Click! Nothing.

Lifting the hatch, I stuck my head down into the engine room and got a whiff of fried electronics that told me that I was about to spend a substantial amount of money. It didn't take long to confirm that the starter was the problem. Somehow the starter had shorted and started the engine.

This is where the story gets a little weird and almost too hard to accept. Upon careful examination — and with a little luck — here's what I found: On a Ford Lehman engine, the exhaust manifold is directly above the starter. It appears that a small piece of flange had broken free and fallen the 12 to 14 inches, landing in a cupped section of the starter solenoid directly between the ground and hot terminals. The piece fit so well that it almost looked as though it were machined to fit there. Further, the condition of that piece of metal and the solenoid indicated that the metal had been there for some extended period of time — months? years? — before it finally shorted. As an interesting note, both batteries had been changed just the week before.

I feel fortunate that things worked out as well as they did. The throttle had been at idle and the transmission in neutral. So the damage was limited to just the starter. Does anyone know where I can get a plastic or rubber boot/cover for the end of the starter solenoid?

How long did it run? Witness reports indicate it started at approximately noon and ran until I got home about four hours later.

Richard Blair
Alameda

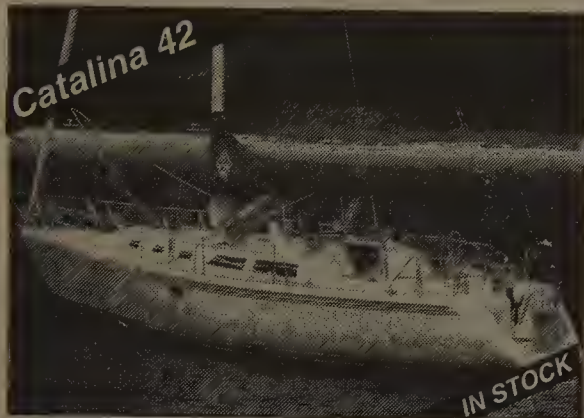
Richard — We really enjoy odd stories such as yours. It reminds us of the time an anchor windlass shorted out on a big *Swan* while the crew was ashore at Antigua. The short caused the windlass to start, raising the anchor, at which time the boat drifted out English Harbor and almost all the way down to Cades Reef. Nobody could figure out what happened until it shorted out again, this time with the crew aboard.

DELIGHTED WITH THE ALUMINUM HULL

One of your readers was interested in aluminum boats and wanted information. We can offer some insights based on our six years of ownership of a 10-year-old aluminum boat.

Symphony is an aluminum-hulled Kettenburg 43, one of three that were built in 1965. The hulls were fabricated by Yacht Dynamics Corporation, which had ties to Douglas Aircraft, and the boats were finished by Kettenburg. Ken Watts and Don Douglas were reportedly involved in the project. The hull material is 5000 series marine alloy, 1/4-inch thick below the waterline and 3/16ths above. The decks and interior are plywood and mahogany, just like the original wooden Kettenburg 43s.

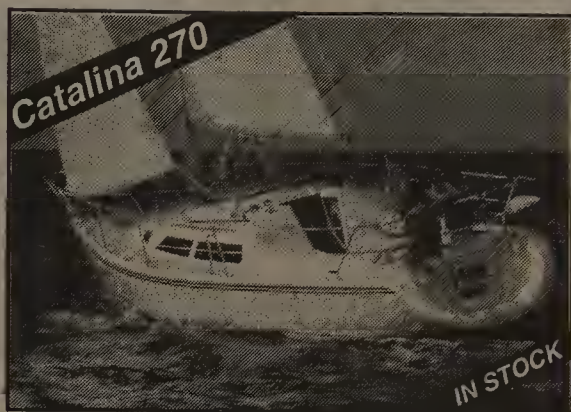
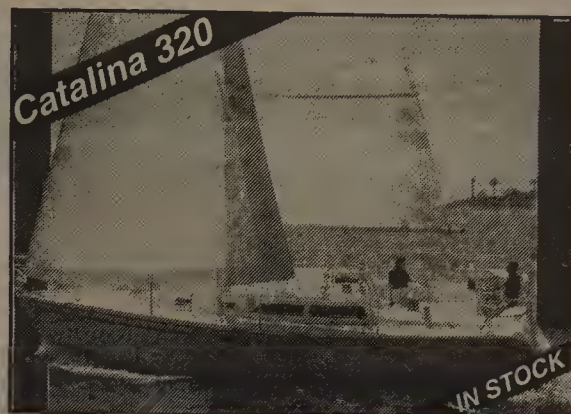
We bought *Symphony* in January 1989 and left for Mexico in the fall of '90. Two years later we had completed the South Pacific Milk Run and were in New Zealand, where we took advantage of the superb skills of the Kiwi boatbuilders — not to mention the 1.75-to-1 exchange rate — to rebuild the plywood-to-aluminum hull-to-deck joint, which was suffering an affliction called "poultice corrosion". We also sandblasted the hull and put an epoxy barrier coat on the



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34' Ticon Cat Ketch, '88	89,500
34' Catalina 34	3 from 48,000
30' Catalina	3 from 25,900
30' Wyllecat	new listing 34,500
28' O'Day, '79	15,995
28' Catalina, '90	reduced 36,900
28' Pearson, '78	new listing 15,500
27' Catalina	2 from 10,500
26' Nonsuch Ultra, '86	54,000
25' Pacific Seacraft, '77	new listing 24,500
25' Catalina, '78 w/trailer	new listing 9,900
22' Catalina, '88, with trailer	new listing 9,900



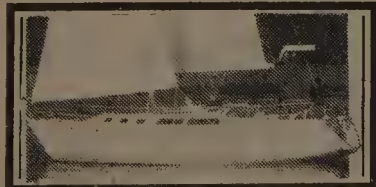
BENETEAU 405, 1988
Well equipped and clean.



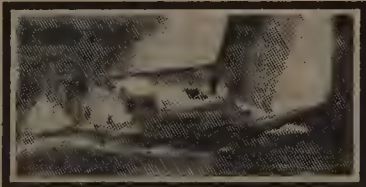
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36' Catalina, '84	49,995	30' Ericson, '69	13,800
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36' Cheoy Lee, '76	35,995	28' Islander, '82	20,500
35' Coronado	32,000	27' Catalina	3 from 7,995
35' Ericson, '74	22,995	27' US, '82	9,995
35' Fantasia, '76	49,995	25' Coronado, '65	3,995
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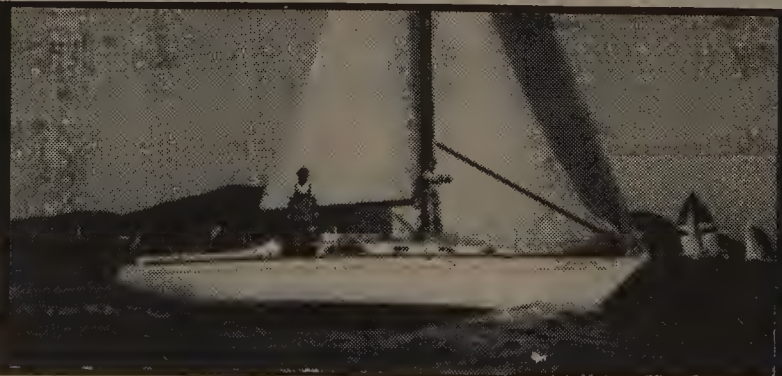
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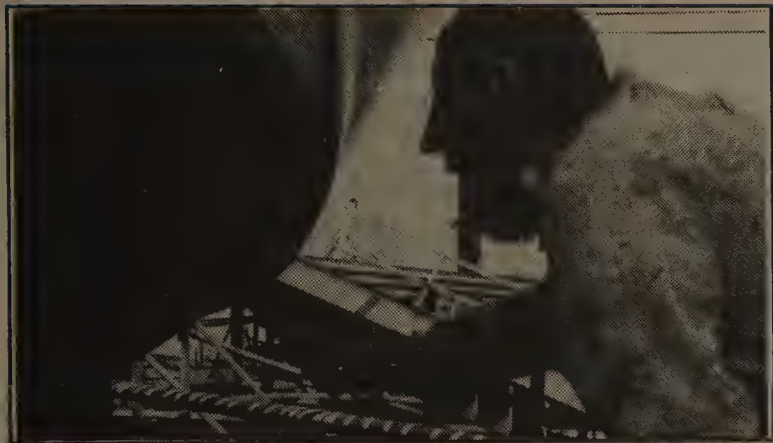
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LETTERS

underwater surfaces. Aside from some isolated problem areas that were quickly remedied with a MIG-welder, we found the hull to be in remarkably good condition for its age. In the tradition of European aluminum cruisers and with a tip of the hat to aluminum fishing boats and canoes worldwide, we left the topsides bare.

Notwithstanding the problem with the hull-to-deck joint, we're delighted with our boat and her aluminum hull. In fact, that the problem was repairable after festering for so many years speaks volumes to the longevity of the material. *Symphony's* hull is strong, so we feel we have a chance against things that go bump in the night. Aluminum doesn't rust like steel, and we're completely free of the worry and expense that go with osmosis blistering, dry rot or worms. And it makes a great ground plane for ham radio! In our opinion, aluminum is an ideal material for bluewater cruising boats. Anyone interested in more information, anecdotes, and opinions is welcome to contact us via the Pacific Maritime Net (call sign KC6IEM).

'After 18 months in New Zealand and another year sailing to Hawaii via Fiji, Tonga, Samoa, Suvarov, and Penrhyn, we're now preparing to sail for the mainland, where we will leave the 'real world' and return to the dream-world of gainful employment. In case anyone is wondering, *Symphony* is not for sale!

Frank and Tracy Dickerson
Ala Wai Yacht Harbor / San Francisco

⇕WHO NEEDS THE CANAL?

Years ago in one of the slick magazines, I read an account of a party who had their boat shipped by rail on a flatbed car from the Gulf of Mexico to the Gulf of Tehuantepec. A map I've got shows a railway line from Salina Cruz to Coatzacoalcos, crossing the narrowest part of Mexico. It looks like about 153 miles.

In any event, the people who shipped their boat claimed it was not only cheaper than the Ditch, but there was a *lot* less stress from bureaucrats. I'm writing to poll your readers for any recent first-hand experience in this area.

I sometimes, but not often, I wish I paid more attention to the world news beyond what I read in your pages. Is this the area in Mexico where there is rebel activity?

In addition, I can't remember ever reading any stories about cruising along the Gulf Coast of Mexico. Everyone seems to make a bee-line to and from Cancun. *Que pasa?*

Denis Diekhoff
Minneapolis, MN

Denis — Years ago we published a story by a couple who shipped their Morgan Out-Island 28 by train from the West Coast of Mexico to the Gulf Coast. If we remember correctly, it was by the same route you're talking about. Theirs was an exciting story because they had to build a cradle for the boat — which because of all the jostling almost came apart atop the Continental Divide. Facing disaster — they were making the trip on their boat on the train — they convinced the conductor to leave their rail car on a siding out in the middle of nowhere so they could repair the cradle. The couple and the boat eventually made it, but had reservations about doing it again.

The first question that comes to mind is why you'd want to do something like that. After all, if you've travelled that far into Mexico, why bypass some of the most excellent cruising areas in the world, specifically Costa Rica, Panama, the San Blas Islands, Belize and the Rio Dulce?

'Further, the Panama Canal isn't expensive at all. And if you just want to get your boat from the middle of the United States to the West Coast — or vice versa — why not truck her, in which case you'd be dealing with insured and experienced boat movers?

'Stress from bureaucrats'? If those folks took the short cut, how do they know what kind of problems there are with the officialdom in the countries they bypassed? Latitude's charterboat Big O made it from San Francisco to Panama this winter with absolutely no problems with



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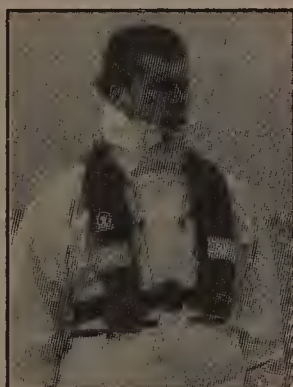
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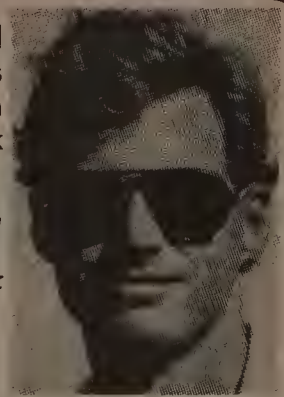
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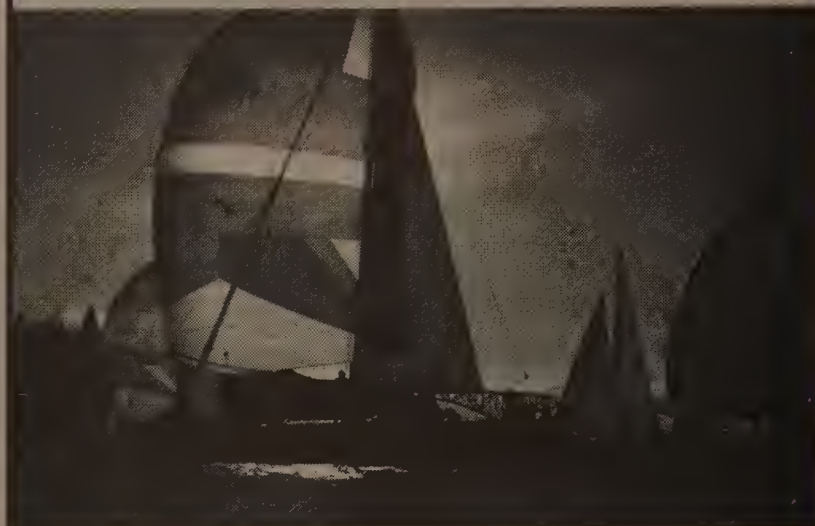
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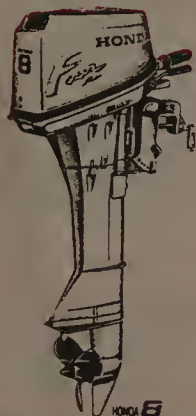
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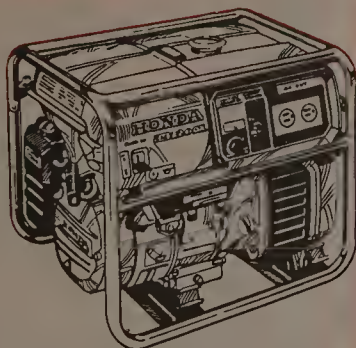


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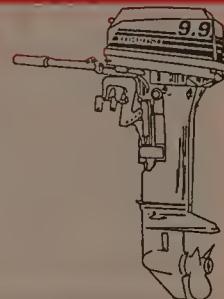
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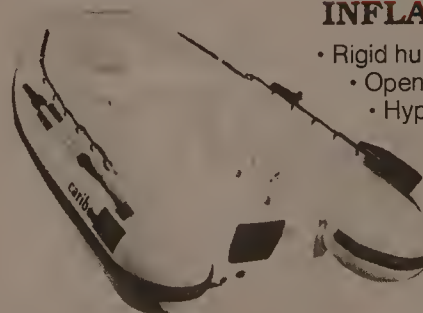


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LETTERS

officials. If you want to avoid stress, we'd avoid putting our boat on a Mexican train, something that's rarely done. If you insist, bring the economy size bottle of Valium.

Mexican rebels are active in Chiapas, which is to the southeast of the railway line you're referring to. We wouldn't worry about them anyway, as they're pissed at the Mexican government, not Americans. Besides, destruction for the sake of destruction isn't their philosophy.

The Gulf of Mexico is shallow, dotted with countless oil wells, and not very scenic. It's not popular because it doesn't have much to offer cruisers.

WASTE NOT — PLEASE!

On one of the Ham nets today, I listened to a land-based Mexican in Tenacatita Bay give a QST — message of concern to all — regarding the problem of cruisers disposing of human waste in the anchorage. He cited evidence of such, even naming two boats that were suspects. He appealed to the cruisers for help, reporting that there was a water shortage ashore and that many of the locals do their laundry and wash their dishes in the bay.

When we were in Zihuatanejo Bay in early February, the Port Captain circulated a letter to the anchored cruising boats, stating that the disposal of 'organic materials' into the bay would not be tolerated. All the skippers were requested to sign this letter. As the weeks went by, however, there was no evidence of any follow-up.

Last year in Melaque, during the St. Patrick's Day festivities, a letter was circulated to the anchored cruisers stating that a research team from the University of Guadalajara had found the waters in the northern part of Bahia de Navidad to have an unhealthy level of bacteria, due — most likely — to the cruisers pumping their waste overboard. Some considered the letter to be part of a vendetta on the part of a local restaurant aimed at the nice American lady who runs a competing restaurant and befriends cruisers.

This year there were more reported cases of hepatitis and typhoid among cruisers than ever before. Although many of these cases were reported in Puerto Vallarta, it's difficult to know where it may have originated because hepatitis doesn't show up for weeks. One cruiser — who spent a good part of last winter recovering from hepatitis in Zihuatanejo — commented on the fact that the oyster holding tank in Tenacatita is located right beneath where many boats anchor! It kind of dulls your appetite for raw seafood, doesn't it?

Latitude reported that there were 20% more cruisers arriving in Cabo than last year — and this doesn't even take into account the cruising boats who have already wintered in the Sea, those who arrive by trailer, and those entering or returning from the South. It's getting more crowded down here all the time.

This is our 24th year cruising in Mexican waters, our fourth aboard *Resolve*, and we can assure you that things have changed. Some are for the better, such as the facilities and services. But many are for the worse, and the pollution of lovely anchorages with human waste is one of them. The only way that we are all going to be able to continue to enjoy these waters is to educate current and future cruisers to use holding tanks in *all* anchorages, particularly those that are most popular and frequented by large numbers of boats. Marinas are addressing this problem by necessity, but the anchorages are not subject to any regulatory controls regarding the use of holding tanks.

We use our holding tank exclusively and empty it only offshore — at least three miles to sea. While this might be inconvenient to boats with smaller holding tanks, it is important to do so nonetheless. Besides, it's good to run the engine and pick up the rode every several days. We spent three weeks in Zihuatanejo Bay this year and made several trips outside the bay to empty holding tanks. During that time, however, many boats never left the anchorage, and we would guess that we are among a small minority who used our holding tank.

There have been upwards of 150 boats who have spent time in Z-town to date this year. With as many as 60 boats anchored there at

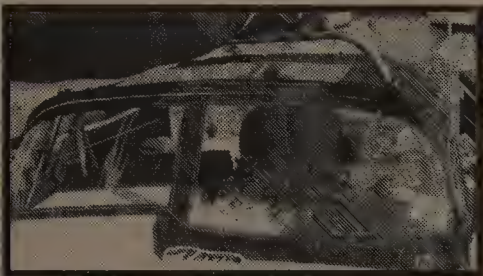
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Summer winds will soon be here again and it's time to make sure you have a small enough sail to deal with them. Your working jib, lapper, club jib or whatever you call it is probably about a 110-115% — too big for the 20-30 knot breezes we'll get just about every day until September. An 80 or 90% short hoist, heavy weather jib with a single- or double-reefed main is what you should be carrying to make Bay sailing enjoyable and safe.

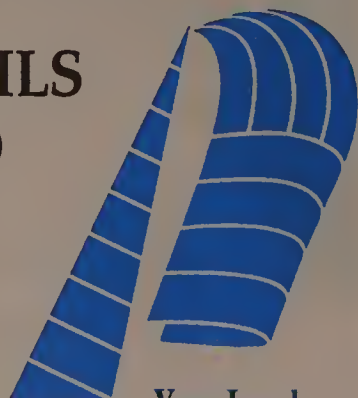


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one time, do you think that the ebb and flow of the tide will take care of the raw sewage deposited on a daily basis?

There is also a trash problem in Zihuatanejo, although we don't think the cruisers are responsible for most of it. However, we do think that cruisers could make a favorable impact on the Port Captain by picking up some of it as they go in with their dinghies.

We are writing this letter from Acapulco Bay where the waters are clean, clear and lovely. There are also very few cruisers anchored, and the marina requires the use of holding tanks. It's a pleasure to be able to jump overboard from our boat in the marina and to see the colorful tropical fish swimming in the water next to our boat. Incidentally, the city employs a fleet of vessels which do nothing but go around the bay on a daily basis to pick up the plastic bags, cups and discarded beer cans. It is much cleaner here than most places we have stopped this year.

With more and more cruisers departing annually for the tropical waters of Mexico, this waste and garbage problem needs to be addressed. Since *Latitude* seems to be the biggest — and most popular — rag among the Mexican cruisers, we are requesting your help. We thank you for doing your bit to keep Mexican waters clean and lovely for generations to come!

Geves and Jane Kenny
Cruising Club of America
Yacht Resolve

Geves & Jane — We can't agree with you more about the use of holding tanks or some other sanitary facility when near populated areas or other boats.

Sometimes it's easy. When we had our boat anchored off Z-town's La Ropa Beach for several months last year, we simply went to shore each morning, had some fresh juice and coffee, and used the toilet at the restaurant. We never pumped waste through the head of our boat because we and others would have ended up swimming in it a few hours later. Sometimes getting rid of waste takes more effort, such as using your holding tank and dumping it three miles offshore, but it's worth it.

As for people in Puerto Vallarta turning up with hepatitis, there's nothing new about that. PV has been the hepatitis capital of the universe since long before significant numbers of cruisers arrived. The reason? So much land-generated human waste ends up in Banderas Bay. Our definition of macho is a person brave enough to eat raw shellfish taken from those waters.

↓↑THREE (3) LASHES

I've enjoyed reading your publication for several years and, like most everyone, look forward to each and every issue. In the beginning, I didn't read the *Max Ebb* feature because he always seemed to be so technical. However, in the past few years I have really begun to enjoy Max and Lee Helm, especially their banter.

On page 155 and page 157 of the April issue, however, I could not believe my eyes. As you can see by my marked enclosure, you all and Max have either a misspelling, printing error, or proofreading error. As any true sailor knows, the slang or contraction of forecandle has three (3) apostrophes in it, and ends with the letter 'e'. Fo'c's'le. The fact that it happened twice makes me think that you all do not know how to spell the word — even when you've been tramping through the San Francisco Maritime Museum / National Historical Park!

However, if you all will add the correct spelling to your 'spell check' on your computers, I will give you the benefit of the doubt. Otherwise, as Ann Landers and Dear Abby say, "You may have three (3) lashes with a wet noodle!"

Rosemary Akey
(Would-be sailor trapped in a Bayliner 24)

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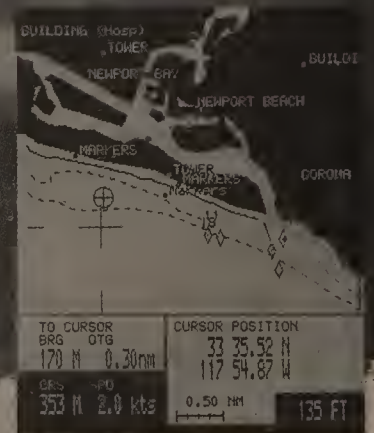
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LETTERS

free. And when you're wild and free — like other sailors — you get to make up your own rules. One of our favorites is: 'Thou shall not have more than one apostrophe per word — no matter what!'

As for Ann and Abby, if they show their faces around here they'll leave with the worst noogies they ever got — and be sent to the focs'l.

⇓STILL FUMING!

After receiving my May copy of the *Marina Village Times* and reading "The 13 Boating Sins" included in that newsletter, I started to fume again. Which is why I decided to send this letter to you.

Before setting out for an afternoon sail, I decided to take on some fuel. This is my normal procedure when the fuel tank gauge reads less than half full. After exiting Marina Village in Alameda, I instructed my wife to head down to the local fuel dock so we could fill our gas tank. When we approached the fuel dock there were no other boats present, so we were able to pull to the forward end of the dock — still leaving ample room for other boats. When we got close to the dock, the dock attendant assisted my daughter in pulling our boat forward.

My normal procedure at the fuel dock is to ask all crew to step off onto the dock, at which time I shut off the gasoline engine, turn off the electrical main switch, close all hatches — and *then* proceed to take on fuel. When the automatic nozzle shuts off, that's all the fuel I put in the tank; I don't top off. After paying the attendant, I open all the hatches to purge any gasoline fumes that may have entered while fueling, check the tank and engine area for any signs of fuel leaks or fumes present, turn the electrical main switch back on, run the bilge blower for a minimum of five minutes, and then and only then start the engine.

Well, on the Saturday in question, things didn't happen quite like normal. After I paid the attendant and my wife got back on board, the attendant rushed us to leave. I barely got the hatchboards out before the dock attendant had untied our bow line and was ready to shove us off. I reached down and started the engine without running the bilge blower — stupid, I know, and against my better judgement. And before I was able to instruct my 13-year-old daughter on how I wanted to handle the stern line, the attendant was shoving our bow out!

No, the boat didn't have a fuel leak, and no, the boat didn't blow up, but we were thrust into a dangerous situation by a dock attendant who was only concerned about getting a large powerboat up to the dock so he could sell a couple hundred dollars of fuel. Next time, Mr. Jack Ass dock attendant, you are going to stand there holding my bow line until I go through safe fueling procedures.

P.S. to Mr. Dock Attendant: Ask the 11th Coast Guard District for a copy of the 13 Boating Sins. After reading #8 — Not cautious with fumes after fueling — you can ask for forgiveness.

Dan Hill
Dublin

Dan — You're probably one of the few people who actually follow the recommended safety procedures — for which we imagine you periodically get abuse from impatient folks waiting in line. Be that as it may, if you don't want to risk getting blown up, you're going to have to stand your ground.

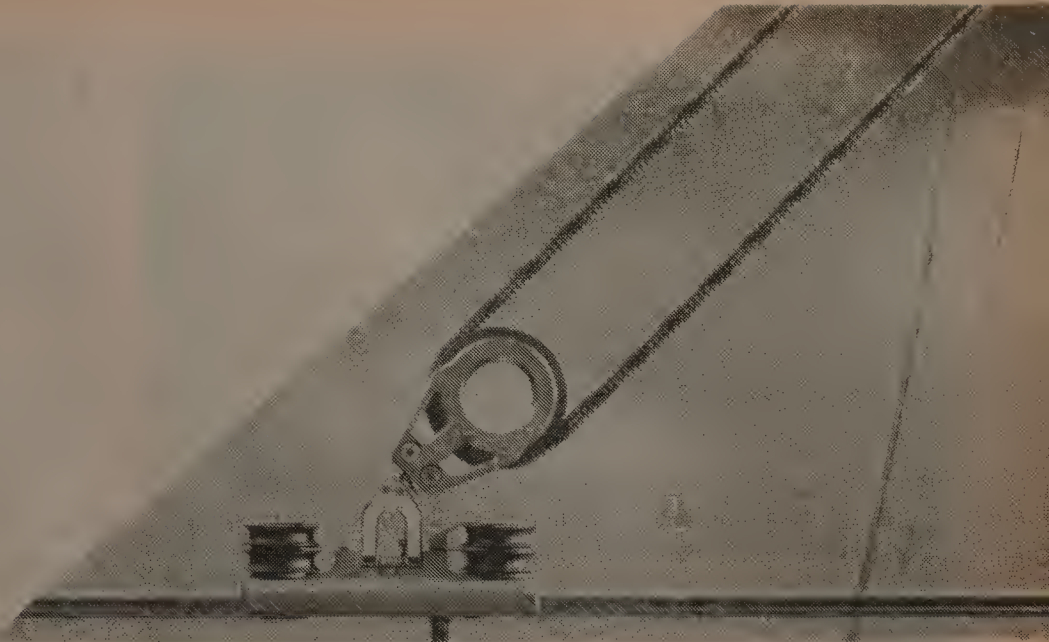
⇓FLAGRANT DISREGARD FOR BOATING SAFETY

Warning to mariners! If you encounter the tug *Renegade*, be on guard because her name might be more appropriate than you'd like.

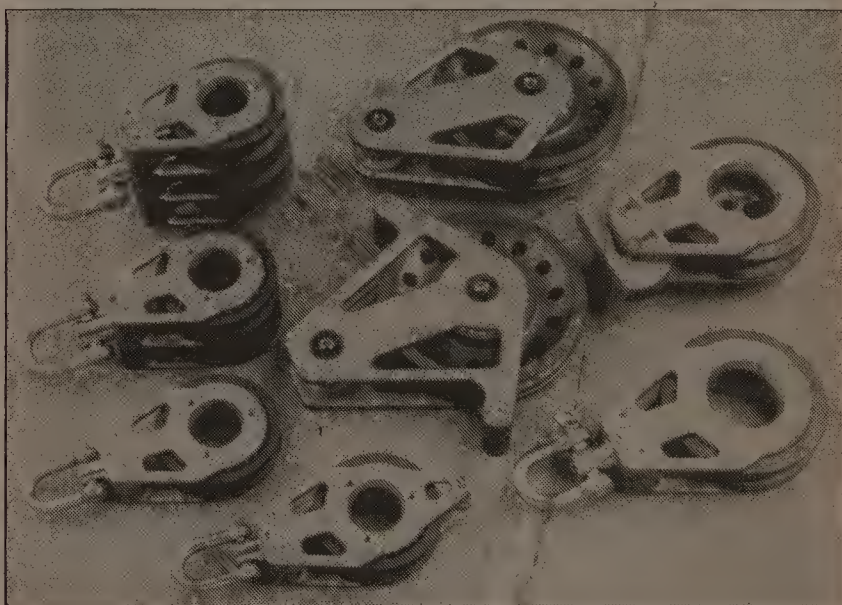
Our family was power sailing our *Columbine* out the Richmond Channel on the afternoon of Wednesday, April 19th. My granddaughter was at the helm with me close at her side. I had noticed the tug pull out of her slip as we passed, and had kept my eye open for her to pass us.

We kept to the starboard side of the channel. As the tug approached our stern, we noted that she didn't have a tow and was heading very close to us. I kept expecting — or hoping — that the

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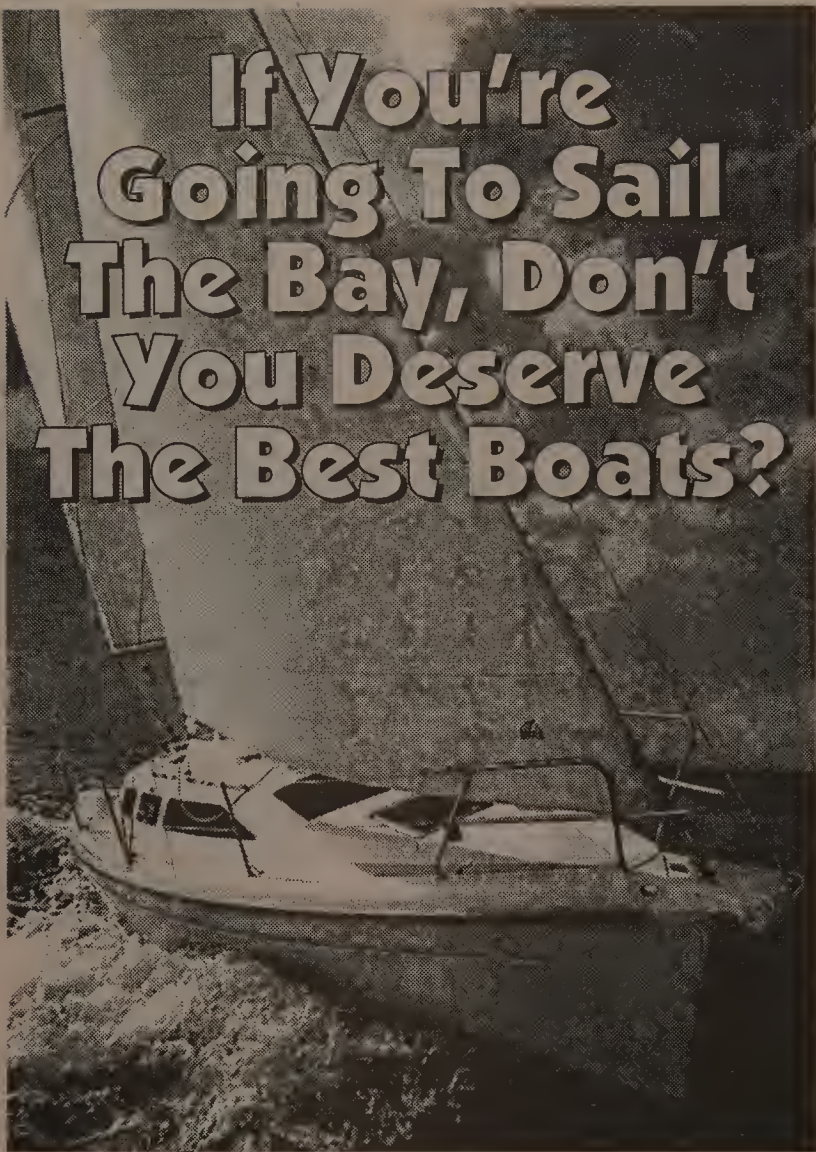
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So next time you want to charter a boat and impress your friends instead of making excuses, give us a call. In addition to our 29.5s we have plenty of other beautifully equipped and maintained sailing yachts from 23 to 45 feet. After all, don't you deserve the best?

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LETTERS

tug's helmsman would bear off, but he just kept closing on our starboard quarter.

Ahead of us was the green buoy toward Brickyard Cove, and I realized that the tug intended to squeeze by us to clear the buoy. I was a little bull-headed and held course until the tug got close, then I made a quick 90-degree turn to port to keep from being blasted by the tug's wake.

Was this some 'Delta Destroyer' skipper piloting a tug or what? It surely didn't seem like a professional mariner — especially since the remainder of the channel was wide open. True, the Corps of Engineers dredge was working ahead of us, but it would in no way would have interfered with the tug, giving us plenty of room by passing us further out in the channel.

This is the most flagrant disregard for boating safety by a commercial boat that I have ever seen in many years of sailing, so be prepared if you encounter the *Renegade*!

Chuck Graser
Truckee

Chuck — Having not been there, we have no way of knowing whether the tug skipper was being reckless and intimidating — which sometimes happens. Or if you — perhaps because your granddaughter was aboard — have become more disturbed than the incident warranted.

Our policy in similar situations is to defer — sometimes overly so — to commercial traffic. What the heck, those guys are on the water working hard to maneuver vessels while we're out relaxing on nimble little boats. Had we noticed that the tug was coming closer to us than we wanted and with what appeared to be an attitude, we would have slowed, pulled a little bit more to the side of the channel, and waved the tug through. We bet that would have gotten us a friendly wave rather than a snarl. All that New Age stuff makes us gag, but there's really nothing wrong with a 'random act of kindness'.

⇓THE BEST ANCHORS IN THE WORLD

After reading some letters in past issues concerning the Fortress anchor, I am upset that Fortress has not taken the time to respond. I have used Fortress anchors for years. Once I learned the correct way to set these anchors, I would never use anything else — except a CQR for certain situations.

The key to using a Fortress anchor is to use plenty of chain with adequate scope. Depending on the anchoring situations — sand, grass, clay — there is a different procedure to follow.

Some of your readers seem to be having problems in grass or mud. I had the same problem at first, so I called Fortress, and they sent me a letter explaining the proper method of anchoring with their anchor. They also sent me mud sets at no charge.

I will be watching for your response, Fortress.

Jack
San Jose

Jack — The next letter is what you've been looking for.

⇓REAL WORLD TESTS

As the manufacturers of the Fortress Anchor, we feel compelled to respond to the comments concerning anchoring. Robert Danforth proved that an anchor's design is far more important than its weight, and thus the lightweight anchor was born in 1944.

In independently verified tests in Miami, San Francisco, France — as well as in Holland by Vryhof Ankers, and in Norfolk by the U.S. Navy — the Fortress Anchor has consistently demonstrated its ability to dependably set and develop high holding power. These tests covered the waterfront, from soupy mud, to mud, to clay, to sand, and to firm sand.

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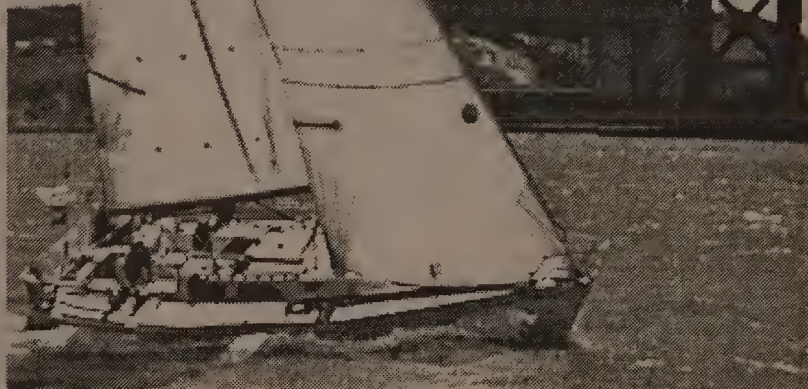
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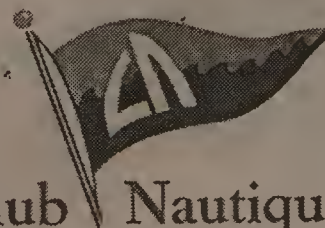


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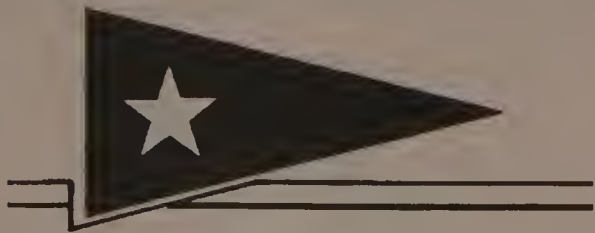
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E.S. Maloney, author of *Chapman's Piloting and Seamanship*, "I was impressed by the honest and ethical way these (Miami and San Francisco) tests were run."

Robert Taylor, U.S. Navy Anchor expert, "These (San Francisco) tests were real world tests and they were fair for every anchor tested."

Gary Jobson, world-class sailor and ESPN commentator for several America's Cup races, "I've used and am very impressed with the Fortress Anchor."

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Readers — No matter what kind of anchor you use, technique is critical. But it's more critical with the Fortress than some of the 'low tech' versions.

IN DEFENSE OF THE FORTRESS

In response to your query concerning experience with the Fortress, I'd like to report that I've found it to be an excellent anchor for my Bristol, which happens to weigh about 12,000 pounds. I'm in my 70s and my boat doesn't have a windlass, so light weight is important to me. Yet I have found my 7-lb Fortress to be every bit as effective as the 23-lb plow that I had used for many, many years.

Over the last three years, my wife and I have spent 50 to 60 days each year at anchor with the Fortress in the Delta or on the Bay, and with complete security. Like any other anchor, the Fortress must be allowed to dig into the bottom to perform properly. A 22-lb anchor will obviously tend to initiate a 'dig in' more readily than a 7-lb anchor, so you have to use some technique. We drop the Fortress with ample chain while moving very slowly astern, and use an occasional light pull to get it lined up and ready to bite. Once the Fortress gets down into the bottom, its holding power is as good as the heavier plow — at least from our experience.

As with any anchor again, we always place a heavy load on the Fortress to make sure it is set. In observing many other sailboats anchoring under various conditions, I believe the most common error is failure to reverse the engine with substantial rpm to make sure that the anchor is properly set into the bottom and is not sitting on weeds or kelp.

I'm certainly not going to discard my plow or Danforth picnic anchors, but the Fortress has performed as well or better than I expected — and it's definitely easier to handle. We may have been lucky, but we have never had an anchor drag in the middle of the night in over 35 years of cruising the waters of the Bay and Delta.

When anchoring with my First Mate of 48 years at the helm, we agree on where we wish to anchor. From then on, not a word is spoken until I give the 'cut' signal from the foredeck. Clear hand signals are never subject to misunderstanding, and they can't be disturbed by the noise of the wind, engine and/or chattering guests.

John V. Gilmour, Jr.
El Cerrito

John — Years ago an old salt in Mexico advised us that setting an anchor in the bottom was a lot like catching a fish — in that technique was almost everything. We bet you could give lessons.

By the way, congratulations for your success over the years, both with anchors and your marriage.

OUR COSMIC INVOLVEMENT

April 8 was the date of the annual Doublehanded Farallones Race.

J/130 OWNER PROFILE

NEW OWNERS: Bob and Joan ("The little woman") Musor

Bob & Joan Musor are clearly a couple who love to sail and the J/130 is the boat that fulfills the passion. Bob's description of his recent weekend sail from Newport Beach to San Diego aboard his new 130 with just him and his wife for crew is filled with the thrill of sailing a performance sailboat. "The boat sails beautifully. In our recent weekend trip from Newport to San Diego we averaged 9.8 knots and my wife hit the top speed of just over 13 knots. That was with just the main and the #3! It's great to have a boat that handles so easily with just two and to see my wife, who is a petite woman, able to steer the boat, haul in the main and take the traveler to windward all under load. We can tack quickly upwind without using any winches and downwind she flies with her 2,700 ft² asymmetrical chute."

"I used to own a J/30 on the East Coast and have always been impressed with the quality of the boats built by TPI. For the 130 we went for the carbon rig option and have a great set of new sails supplied by Sobstad. This keeps her very stiff and fast, and we've found her to be an extremely dry boat as well. We plan to both race and cruise. With a boat of this caliber you can easily cover large distances bringing a lot more of the coast within reach for cruising. With quality, performance and the ease of short-handed sailing, the J/130 was definitely the boat for us."

The Musor's new navy blue J/130 will be arriving on the Bay in early June and at our docks in Marina Village for the month.



[Sistership photo.]

The easily handled J/130 last reaching at 15 knots.

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* 44' Davidson 44, 1981 <i>Infra Red</i>	99,000	**35' J/35, 1988, <i>Inclisor</i>	74,000	* 24' J/24, 1989 <i>T.I.E.</i>	26,500
**42' J/130, 1993, <i>Ayacucho</i>	Ask	* 35' C&C MKII '84, <i>Fast n' Free</i> ...	59,950	* 24' J/24, 1993	32,500
**40' Wildemess, 1981, <i>Falcon</i>	75,000	**34' J/105, 1993, <i>Indigo</i>	104,900		
* 38' Baltic	109,000	* 34' Schock 34 PC, 1987	62,000		
* 37' J/37, 1986, <i>Ancient Love</i>	97,500	**27' J/27, 1985	19,000		
**35' J/35, 1990, <i>Rocketeer</i>	89,000	**26' J/80, 1994	29,500		
* 35' J/35, 1984, <i>Cosmic Muffin</i>	50,000	* 26' J/80, 1995, <i>Polecat</i>	33,900		
**35' J/35, 1984, <i>Courageous</i>	52,500	* 24' J/24, 1979, <i>Jaw Breaker</i>	7,500		
**35' J/35, 1984, <i>Rival</i>	64,900	* 24' J/24, 1980, <i>Vixen</i>	8,500		

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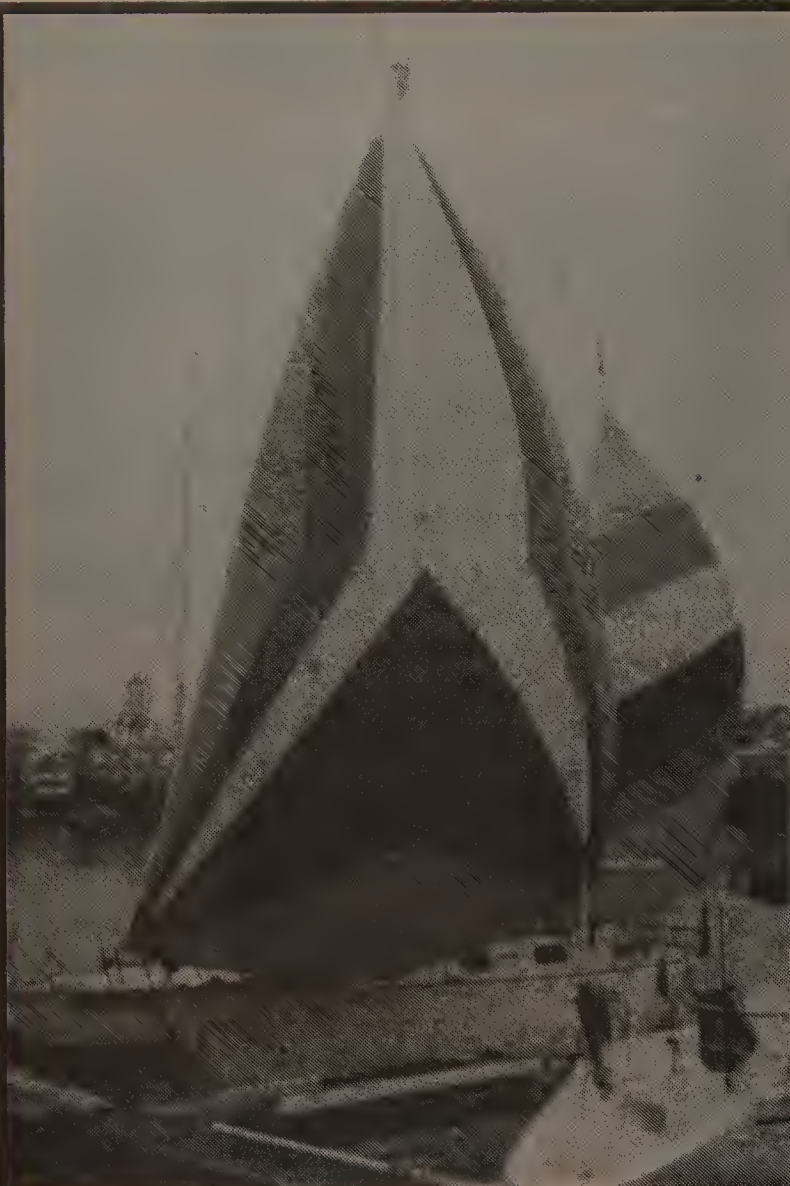
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LETTERS

For the past decade, we on the uncompetitive Westsail 32 *Three-legged Dog*, have gotten an early start out the Gate so that we are poised just south of the islands when the big boats make the turn around the Rocks, pop their chutes and head back toward the Gate.

This year we were about five miles from the Farallones on starboard tack at approximately 1100 when a 110-ft Coast Guard cutter hailed us for boarding. Over the VHF we told them of our hopes to view the race and pleaded for their mercy, but they insisted on coming aboard. Within 30 minutes they had an inflatable deployed with a party of four amidships on our port side. Two of the four boarded our boat, with one going below.

We pointed to the racing fleet heading north on a port tack and inquired if they were out in the ocean to oversee the race. To our surprise, they said they knew nothing about the race and were just out on maneuvers. During the next 30 minutes they cited us for not displaying a sanitary waste and refuse plaque, having out-of-date flares, and not carrying enough Coast Guard approved life preservers.

The problem with not enough life preservers happened because just as we were about to cast off from the dock, two friends had unexpectedly stumbled on board after a night of revelry and insisted on a sea cure. This oversight was our most egregious error and, despite pleas on our behalf from the boarding officers to their commanding officer, caused them to terminate our voyage!

After the Coasties debarked, we eased the sheets for home, remaining in radio communication with the cutter that was escorting us toward the Golden Gate. Five knots is not cruising speed for a 110-ft Coast Guard cutter, so we felt a little sorry from some of their greener crew as we took them for a ride on the steep slopes of the south side of the Potato Patch.

Once past the shoals, the fresh westerlies were interrupted by a sudden and lively squall. It was one of the most rapid and intense windshifts we've experienced during the spring in the Bay Area. Events happened rapidly after that.

We were forced to drop the mainsail and jib pole in quick succession to reduce canvas and maintain course. This we did without a hitch. But some of the racing boats, which were just rounding the islands at this point, were caught by surprise. The VHF instantly stacked up with emergencies.

The first one reported was the multihull *Aotea* which had flipped. Fortunately, all her crew were accounted for. The second was a commercial fishing vessel with 19 people aboard; her hull was delaminating and she was taking on water. Then a sailboat reported that they'd lost the inflatable which they'd been towing, and it was blowing toward the beach. The woman told the Coast Guard nobody was in the inflatable and, in view of all the other emergencies, not to worry about it.

Until this point, the 110-ft cutter was still escorting us, even though the Golden Gate Bridge was now clearly in sight. They soon informed us that they had to tend to more urgent matters — but that another Coast Guard vessel would take over their escort duties. Indeed, we could already see a 50-foot Coast Guard boat heading for us. While being escorted by a second boat — in what was to become a chain of escorts — a call came in that an inflatable had been found washed ashore at Ocean Beach. From the ensuing radio conversations that we monitored, it seemed — for awhile at least — that the Coast Guard assumed that the inflatable found on the beach was the unmanned inflatable that had been reported as broken loose from the sailboat. We later learned that it was not the case.

As we passed beneath the Golden Gate Bridge, our second escort informed us that they too had to tend to another, more urgent matter, so they headed out to sea. Although we felt confident that we could make our way home from there — and not a little guilty for taking up valuable Coast Guard time — another Coast Guard escort came out to meet us. This time it was a fast, hard-bottomed inflatable with two Coasties aboard. They stayed close by until we were in our slip, at which point they informed us not to go sailing again until we

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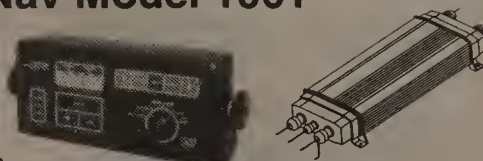


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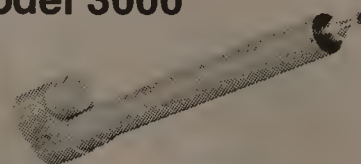
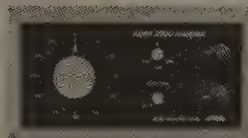
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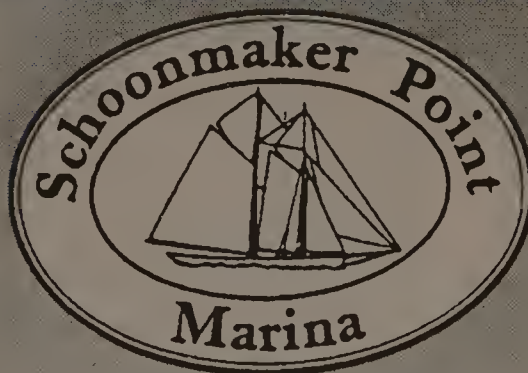


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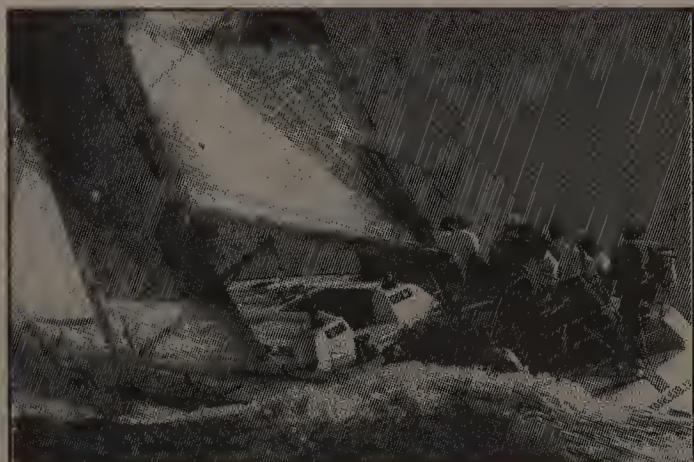
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LETTERS

corrected the violations.

Later that night we found out that two fishermen had overturned in an inflatable off Ocean Beach during that squall, and that at least one of them had died. We assume that this was the inflatable reported found on the beach, and hope that our cosmic involvement on the ocean that day wasn't linked to an otherwise preventable death.

Three-Legged Dog (With her tail between her legs)
San Francisco

T.L.D. — How many lessons, in order of importance, can we learn from this incident?

1) The waters just outside the Gate are as unforgiving as ever when it comes to flipping small boats — let alone an inflatable.

2) The situation can become extremely confusing when the weather suddenly turns bad and there are multiple emergencies.

3) The Coasties need to review the way they allocate and utilize their limited resources. Having a 110-ft cutter escort a seaworthy 32-ft sailboat from the Farallones to the Golden Gate on account of minor violations is silly.

4) That you need to take care of those shortcomings on your boat, which due to an unfortunate sequence of events, may very indirectly lead to the grief of others.

⇓ RESPONSE TO A GENERAL CALL

After rebuilding the engine on our Ericson 30, I had no reason to suspect the weekend would be anything but pleasure-filled. Such was not the case, however. Adverse winds left us way behind schedule, so I opted for a BBQ at Angel Island's Hospital Cove rather than continuing on to Petaluma as planned.

While motoring to a mooring buoy, my 'new' engine — which only had about 12 hours since the rebuild — stopped, blew a cloud of black smoke, and refused to restart. Not being in any immediate need of help, I opted to sail back home.

While en route, I notified the Coasties that I was partially disabled. I asked for a towing service to get me into my slip, as it requires making three 90° turns. But instead of calling a towing service, the Coast Guard put out a general call for help — which was answered by Tom Hoynes of the Fortman Marina (Alameda) based Coronado 34 Sabina.

So late on a Thursday evening, Hoynes voluntarily motored his inflatable out to the Oakland Bay Bridge in order to escort us in and give us a little help against the ebb tide flowing out of the Estuary. This was clearly above and beyond the call of duty. Thanks again, Tom, for a job well done.

Tom, Naty and Alyson Marlow
Summer Wind
East Bay

Tom Hoynes — It's guys like you who restore our faith in the human race. If you give us a call at Ext. 111, we'd like to present you with a Latitude T-shirt in recognition of the good thing you did.

⇓ BOYCOTT NEW ZEALAND

I know that others have written to you about Section 21 of the New Zealand Maritime Safety Act, but I wish to add some information and comments.

In late April, the representatives of the foreign yachts, two business groups involved in the Kiwi maritime industry, and the New Zealand Yachting Federation met with the Maritime Safety Authority. The purpose was to review the findings of an outside consulting firm hired by the Maritime Safety Agency to do a cost/benefit analysis of the legislation. The press release which followed the meeting stated that while the MSA thought the report was "highly professional", the others present thought it was "fatally flawed". And the latter was an extremely kind description at that.

In any event, the situation regarding foreign yachts and Section 21

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is bleak. There will be no change in the law this year, and the legislation that is in place will stay there unless foreign yachties can prove that the cost to the New Zealand economy is too great. We cruisers can make this happen by boycotting New Zealand and her products until the Section 21 legislation is amended to exclude foreign yachts.

To avoid further adverse publicity in New Zealand and abroad, it is my opinion that a foreign yacht would have to be sinking in front of the inspector's eyes before she would be denied a fitness certificate. Boats that fail the fitness test automatically become ineligible for Customs clearance. However, the legislation is on the books and the Director of the Maritime Safety Authority — who may at any time amend or change the regulations — will have to enforce the regulations more stringently in the future. Foreign yachties should keep this in mind should they hear reports that there were no problems with boats passing the safety inspection this year in New Zealand.

The inspection I witnessed late in March was a farce, and I suspect that the others have been more of the same. But I want to stress that what happens during inspections next year might very well be different — if the New Zealand authorities exercise the full letter of the law.

The MSA has conceded that the fee is to be waived this year because it was unfair to the boats that arrived about the time the Section 21 legislation was being passed. These cruisers had no warning of the safety inspection and fee.

Both as an individual and as a member of the Foreign Yachts Action Committee, I strongly urge all yachts to boycott New Zealand until this legislation is amended to exclude foreign yachts.

Jean Ness

Canadian Yacht Reposer
Whangarei, New Zealand

NO REAL INSPECTION

I thought you might like to know the latest from New Zealand. I ran into Amanda Swan last night and had a prolonged discussion with her about Section 21.

She says the law is basically being semi-enforced. This means that boat owners are required to have an inspection, but it currently only involves signing a document which states your boat meets the Kiwi requirements . . . no real inspection at all.

Many of the certified inspectors — as well as many other influential folks at the New Zealand Yacht Federation — have quit over the law. The NZYF backed the law in the beginning, but apparently because somebody — no names please — didn't read the thing carefully when it came across his desk.

The government is back in session and is expected to address the issue again soon. The feeling is that they know a mistake has been made. But we'll have to see.

Steven Kennedy
Northern California

CURLY, LARRY & MOE

Here are 'Henry VIII's — that's me — Top Ten Reasons Why It's Time To Lose The America's Cup Once And For All':

- 10) The boats aren't built in Santa Cruz.
- 9) It's time to watch Curly, Larry and Moe again — instead of Dennis, Bill and John.
- 8) We won't have to listen to the Master Mariners telling us to switch back to 'J' boats anymore.
- 7) NOOD racing is cooler.
- 6) 'The Women + Dave' were 'dealt' out.
- 5) Does anyone actually watch a race which can be canceled if the wind blows more than 18 knots?
- 4) Three words: 'Big Boat Series'.
- 3) Since when is racing a spectator sport, anyway?

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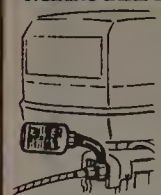
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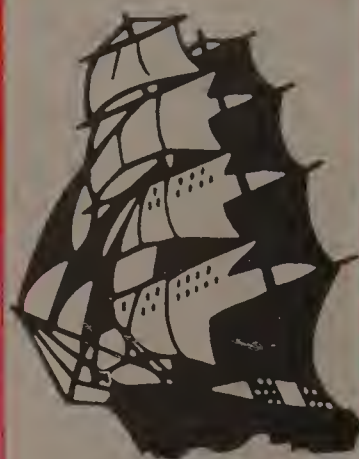
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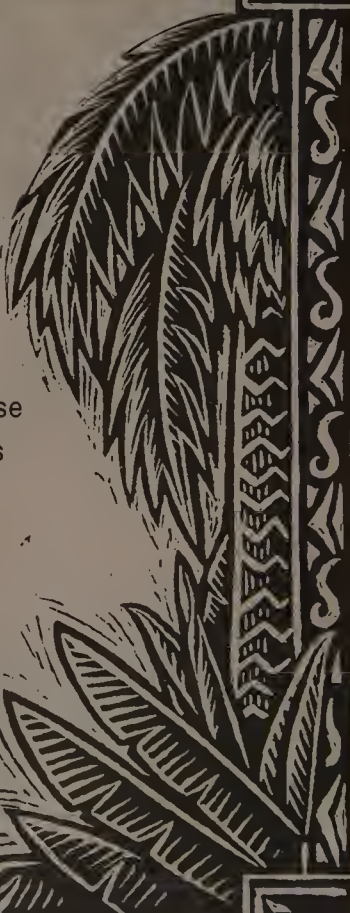
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LETTERS

2) If Team New Zealand wins, next time they can have all the fun they want to 'Down Under' and we can read about it in the back of the *Sporting Green* — if we're not tuning our rigs that day.

1) If Dennis wins, he might become an underwear model on television.

Henri Van Wandelen, Jr.
The Flying Dutchman
Redwood City

ALL I RECEIVED WAS AN APPLICATION

Has anyone out there heard of The Metal Boat Society out of Seattle? If so, I'd enjoy hearing from you about them.

Last month they had a little write-up in *Latitude*, so I called them to find out more about their group. They were very talkative when I eventually reached them, which took a while because they didn't return my calls. And then they were very hesitant to send me any written material. When I asked them for a sample of their newsletter or a few photocopied pages from an old quarterly they published, they indicated they didn't want to send me any "freebies" — as they referred to them. "Why don't you just send us \$20?" they asked, "It's not much."

They finally did send me something, but all it consisted of was an application to join the society and another request for \$20. Considering the way they relate to prospective members, I'm now hesitant to join this group. I would love to find an association of metal sailboat owners, so if anyone out there has any knowledge of the Society or other groups oriented toward metal sailboats, I'd appreciate hearing from you.

Dave Hurst
1708 Church St., San Mateo

Dave — We hope you get your information soon, because the Metal Boat Society will be holding their 8th Annual Metal Boat Festival at Oak Harbor Yacht club on Whidby Island, Washington, on August 25- 27. The Metal Boat Show, during which people will be able to board various metal boats, is free to all who attend. However, the seminars by designers, builders and owners at the yacht club will be \$10 each.

Contact Dale DeForest at (360) 352-2318 or Pete Silva at (360) 856-5298 for further information.

SLEEPING MAN AND DOG PITCHED INTO THE SEA

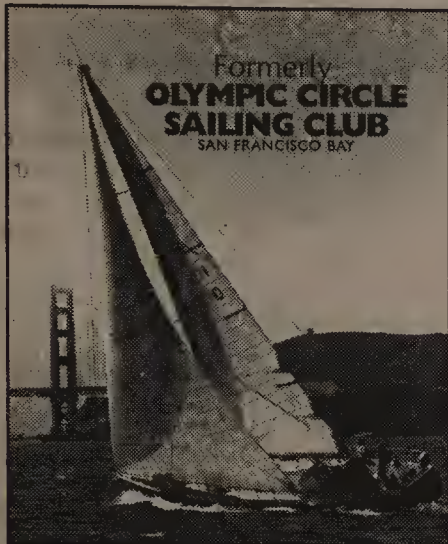
I'm responding to an article in one of your recent editions pertaining to an incident — and misinformation — regarding the small vessel *Ruddy Duck* and her EPIRB being set off on February 15.

The person and dog in question did not set their EPIRB off thinking they might swamp, they set the EPIRB off only after they had capsized and had been in the water for over four hours. At the time the EPIRB was turned on, they had managed to right the boat, but were hypothermic from swimming, and seasick from working in 8 to 12 foot seas. Further, the boat had a broken mast and the storm was getting worse.

The capsizing was a result of a sudden storm from the SSW. The *Ruddy Duck* was lying to a sea anchor in a north-facing direction when the sudden storm hit around midnight, pitching both sleeping man and dog into the sea and turtling the boat.

When the Coast Guard finally spotted the *Ruddy Duck*, it was on February 17. By then the seas had calmed down and the crew, having recovered from the storm and jury-rigged the main mast, were just getting underway again. The EPIRB, incidentally, had been turned off once the sea began to calm and the crew — man and dog — felt they could make it on their own.

As for my reasons for responding to the article — other than getting the story straight — it's important to note that EPIRBs are not to be misused and should not be used unless you are sure you need help. When you are at sea you need to rely on yourself first and



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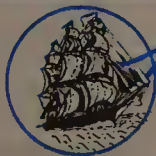
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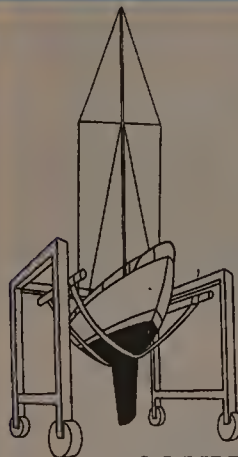
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others last. EPIRBs are not magic. It takes time for help to arrive, if it does at all, with variables such as government cooperation with foreign countries, weather and availability of help in the particular area in question.

S.L.W. (Involved with the search along with the Coast Guard)
Baja contact for the *Ruddy Duck*
Loreto, Mexico

S.L.W. — Thanks for the clarifications. We got the report from the Coast Guard, and such reports are often strewn with errors and inaccuracies. When Peter Hogg's 40-ft trimaran recently flipped, for example, the Coast Guard reported that it was a 24-ft catamaran. Why they have so much trouble with the basic facts is beyond us.

As for the *Ruddy Duck*, we'd sure like to know what kind of boat she was — especially as we just had a Changes about the pleasures of cruising an ultra, ultralight sailboat in the Sea of Cortez. We also hope that the skipper made every attempt possible to inform the Coast Guard that he no longer needed their help.

⇓ THEY WERE BESIDE THEMSELVES

I was in Fiddler's Green, a pub with a nautical theme on San Diego's Shelter Island, watching *Mighty Mary's* win over Team D.C. in the Defender Semi Finals last month — the win that supposedly eliminated Conner from the Defender Finals. Several members of Team New Zealand, which was headquartered a few doors down, were there with me when word came down that a deal had been cut and Conner would be in the Defender Finals after all.

To say the Kiwis were besides themselves would be a gross understatement. One of the summed it up this way: "When we take the Cup 'Down Under', Dennis and the rest of the Yanks better come to play fair, because that's the way it's gonna be played. If they don't, they'll be out on their bloody ear!"

Another San Diego sailor — no doubt not a member of the San Diego YC — responded, "Ya know, I now hope you guys do win it."

Given all that's happened in San Diego since, all I can say is 'Amen'!

Christopher Hawk
Orinda

⇓ THE 'REAL' SELECTION PROCESS

The whinings of the 'Corinthian mentality' — that only lords, nobles, and the idle rich can participate in sailboat racing for 'diversion' — are sure to become rampant over the selection process for the Defenders. But in any type of big-time racing, sponsor money is vital. Anyone who thinks differently is either very rich, very naive or has less than normal intelligence.

The San Diego YC story of sponsor commitments appears to have been a cover to hide the real selection process — which was to determine which boat Dennis Conner would sail. I don't think the Kiwis will take a dive like the Defenders did — I'm writing this before the start of the Finals — and they will probably win the Cup. Good for them!

For the next America's Cup competition in New Zealand, I hope they make it very difficult to fix the challenger series so that Dennis Conner winds up in the Finals again. But, one never knows.

John Wyer
La Habra

John — Nobody is complaining about sponsorship per se. What everyone's pissed about is that sponsorship was allowed to be the excuse used to get the eliminated Team Conner back into the Defender Finals. There's a huge difference between sponsorship providing the money and sponsorship being allowed to directly affect the results.

As for Conner, we don't think you have to worry about his showing up in New Zealand in an active role. So much money from previous

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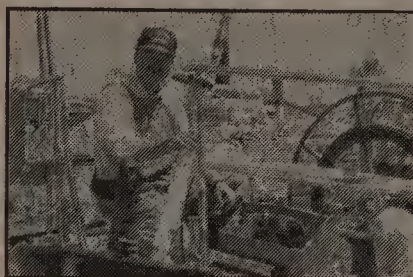


Rick Wood - Owner/Manager

Rick, a 100 Ton USCG-Licensed Skipper, grew up boating along the waterfront in New England. Many years of sailing his own boats, working as a charter and delivery captain and managing boat projects on the East Coast began a lifelong career in boating. Rick arrived in San Francisco at the end of a three year sail from Nantucket around the Horn and through the South Pacific. Since then he has been intimately involved in boat building and repair. Sanford-Wood boatyard was started in 1981 and is a leading Bay Area building and repair facility which has recently expanded again with the addition of a 200 ton floating drydock. A walk around the Sanford-Wood yard reveals the appreciation for fine craftsmanship developed on the shores of New England. Projects underway on a recent, finally sunny, spring day included a new wood spar nearing completion, a Bay Area ferry in the drydock for aluminum welding repairs to the hull, a gorgeous, brand new

Dutch built sloop in for final commissioning, *Leading Lady* in for a new LPU job, a new CYC 45 arriving from Asia for commissioning and a myriad of other fascinating projects.

The yard has built boats such as the Alfred Sanford-designed 51-ft cold molded sloop *Fancy* to production of the Alerion class sloop. From traditional wooden boats to the recent launching of the IMS Maxi *Windquest*, the Sanford-Wood yard, under Rick's ownership, has always been staffed by the Bay Area's best shipwrights and craftsmen. We've spoken to several of 18 craftsmen in the yard.



Steve Hutchinson - Yard Boss

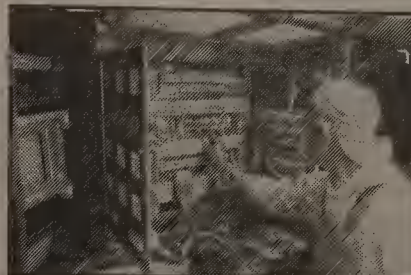
Also brought up on the coast of New England, Steve started his boat building career with Falmouth Marine. His initial specialty was as a cabinetmaker and interior woodworker. He is now yard boss and project manager, specializing in systems installation and fine joiner work. He has worked at Sanford-Wood for more than eight years.



Mike Baratta - Project manager

Mike has worked at Sanford-Wood for over 12 years and in the boat building industry on the Richmond shores for more than 20 years. Mike manages many of Sanford-Wood's mechanical

projects both large and small. Mike handles hydraulic systems, rudders, drive trains and estimating for a large number of the yard's varied projects.



Marc Crotto - Systems Specialist

Marc has spent well over ten years becoming an expert on the details of a ship's systems. When it's time to put the boat in order and sort out electrical, hydraulic and plumbing systems, Mark is the man you want on the job. He has been at Sanford-Wood for more than five years and is a master at providing smooth running ship's systems.



Jerry Ceremony - Shipwright

A master shipwright, Jerry has been practicing his skills on the Richmond shore for more than 30 years. His specialty is traditional boat building. He apprenticed under Don Voelz and Frank Kenny at Pacific Boat Works in Richmond. He will build new wooden spars from scratch or recaulk or replank any traditional yacht. Jerry is a craftsman with an artist's eye for fine woodwork and a shipwright's knowledge of quality repair.



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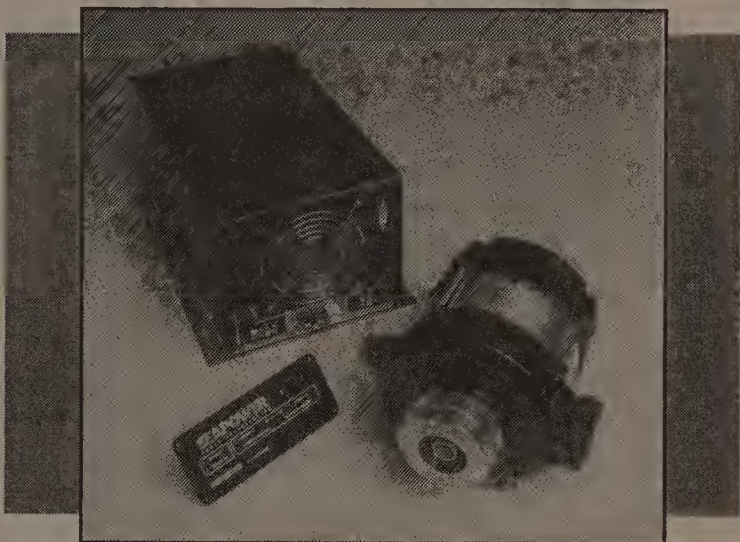
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⇓FAIRNESS HAS BEEN REPLACED BY GREED

I've been enjoying your magazine for years and really appreciate your coverage of the Harbor Police situation here in San Diego — they've really been out of control.

But I'm writing in response to your May article, *America's Cup — Finally*. For years, I've been an avid supporter of the America's Cup and Dennis Conner, but this year really cut the umbilical cord for me. During my upbringing I was taught that 'it doesn't matter whether you win or lose, but how you play the game'. But that sense of fairness has been replaced by today's greed and arrogance. Apart from the fact that Conner was eliminated on *Stars & Stripes*, his personal need to defend the Cup in the faster boat — *Pact 95's* boat — is further proof that he did not belong in the Finals, but that *Young America* actually did.

The entire Cup organization has lost it, and I for one am glad the Cup will be leaving for a more deserving group. Hopefully, when it comes time for the United States to go to New Zealand to attempt to bring the Cup back, we will be represented by someone who not only has ability, but morals and a sense of justice. Between Bill Koch's decision to back away from a commitment to an all-women's team and Dennis Conner's changing the rules so he can play, this America's Cup has been one of the most disappointing displays of sportsmanship I have ever seen. I know that my feelings of disgust and disappointment are shared by many.

Phillip L. Phlegar
San Diego

Phillip — We agree with you on all counts — except Conner's use of Young America. Once the two teams have been chosen for the Finals, there has been a history of their being assisted as much as possible — including offers of sails and other gear — by other syndicates.

⇓BRILLIANT BUT DISGRACEFUL

Patriotism and pride in our country come naturally to us. At ages 64 and 50, we believe these feelings are the bedrock of successful citizenship. After completing a 9½-year, 46,000-mile circumnavigation, with visits to 30 countries including lovely New Zealand, we returned home still convinced that the United States is the best country on earth.

But — and it's a big 'but' — it sorrows us to find that sportsmanship is rapidly disappearing in the U.S. 'Win by any means, including cheating' is close to becoming the accepted norm. If you can get away with cheating in a game, do it. If the referees catch you, too bad.

When we were youngsters, the term 'corinthian' was one of the finest compliments one could earn. And it was earned by voluntarily and consistently applying the highest ethical standards to yachting, whether in clear view of the judges or alone in stygian blackness.

The New York YC eroded the foundation of honorable sailing during the America's Cup competitions in Newport, while Dennis Conner and the San Diego YC have reduced the facade of fairness to rubble.

We observed and listened to Conner in Fremantle during that America's Cup, and other times since then. He makes us ashamed to be American sailors. We would have strongly supported *Young America* or *Mighty Mary*, had they been the Defenders. But when Dirty Dennis dealt his way into the Finals, on went our red socks and we cheered the Kiwis in every race, hoping for 5-0 shutout. Our big worry was that somehow Conner would be able to rework the rules again so the Final became 9 out of 17 or some such thing!

The America's Cup has a venerable history, but not always an

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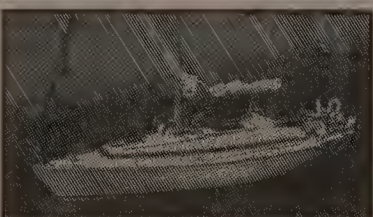
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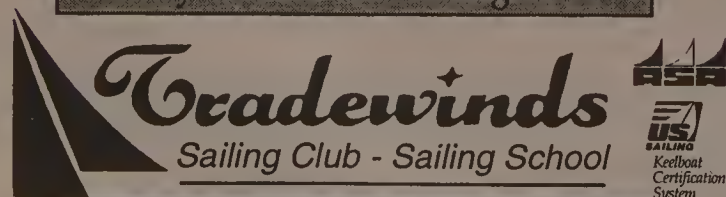
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LETTERS

honorable one. We supported continuation of the series, but are so glad it has left American shores and the taint of Dennis Conner. We believe the Kiwis will establish fair rules for all that will endure.

There is no doubt that Conner is a brilliant sailor, but he's also a disgrace to our sport. We hope he'll take his considerable talents into another field and let the sport of sailing heal its wounds and once more become an activity Americans can be proud of.

Hooray for the Kiwis, whom we're sure will return honor to America's Cup competition.

Tom Hails
Florida

IT KEPT BUGGING ME

While lounging in the cockpit sipping a cold Pacifico on a balmy Sunday afternoon in Mexico, I read the May issue of *Latitude*. When I got to the Sightings item on page 102 about a new Italian megayacht with a 5,390-square-foot genoa, something began to bother me. While this is admittedly a large sail, could it really "cover the 49ers' gridiron"?

By the time I reached page 158, that assertion kept bugging me, so I had to go back and read that article about the huge genoa for the 190-ft Italian yacht. Something just didn't ring true, so I did some calculations.

A football field is 300 feet long and 120 feet wide, which means it has an area of 36,000 square feet. It seems to me that Doyle would have to get a sail stretcher to cover such a field with a 5,390 sq. ft. genoa.

The second thing about this article that caught my attention was the comment about a 49ers' rain delay. When was the last time you saw a pro football game delayed by rain? Are you sure you're not thinking of the San Francisco Giants?

Is my 8th grade math correct, or have the cold Pacifico and balmy breezes gotten to me after only six months in 'paradise'?

New Horizons will be leaving Puerto Vallarta next fall bound for Panama and the Canal. But believe me, Banderas Bay is a tough place to leave.

Les Galbreath
New Horizons
Puerto Vallarta, Mexico

Les — We were guilty of the sin we warn everyone against: believing everything you read.

According to Janet Doyle, her husband Robbie hired a "brilliant young graduate from Harvard" to write the sail loft's newsletter. The fellow heard Robbie tell someone that the luff of the genoa was "longer than a football field is wide", and made the quantum leap to the erroneous conclusion that the sail would therefore cover an entire football field. Obviously, it would only cover a small fraction of such a field.

We've got some additional info to update the situation: The good news is that the Harvard whiz is no longer with Doyle Sails, so if you ordered a genoa from them, it will probably fit. The bad news is that the guy has gone — we're not making this up — into banking. So if you've got a bank account, double check your balance.

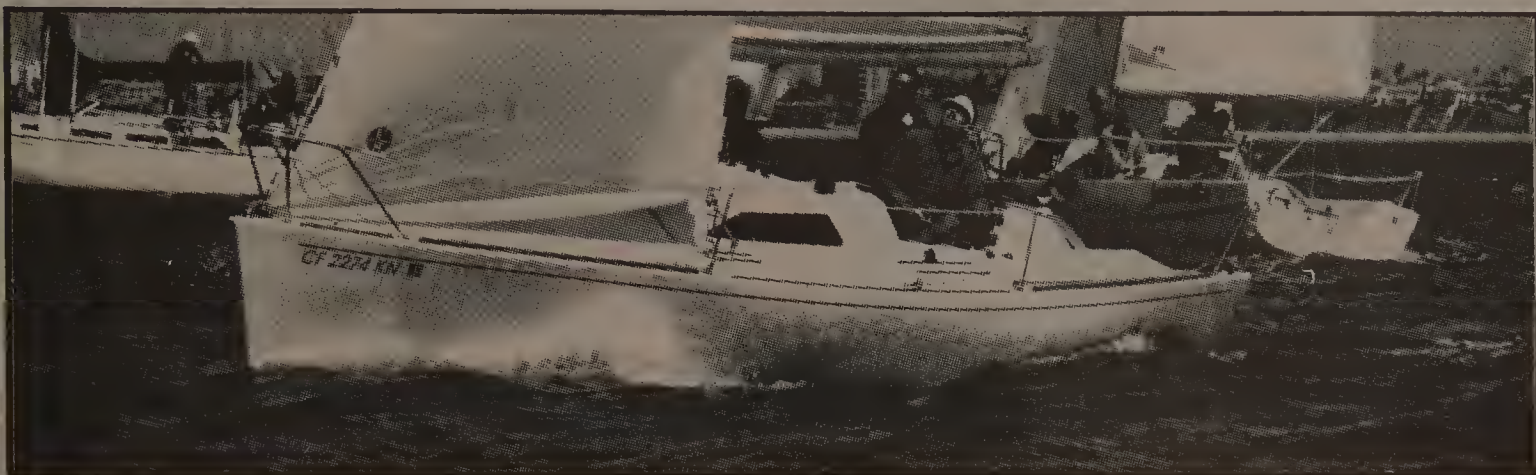
As for delaying football games because of rain, that's a new NFL rule this year. The league decided that the teams were being financially devastated by high laundry bills.

STILL ON THE BOOKS

You wrote that Zero Tolerance is not being "actively enforced" — but that's only because of financial cutbacks that curtailed the Coast Guard's Gestapo-like enforcement that was so prevalent during the height of the Drug War expenditures.

You asked when the last time was that I'd heard the Zero Tolerance law even mentioned. Jeez, it's written on plaques that are plastered on hundreds of boats and sold in most marine stores

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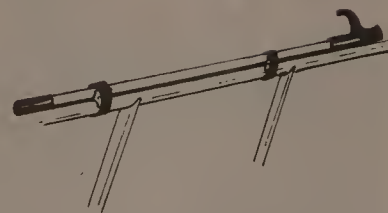
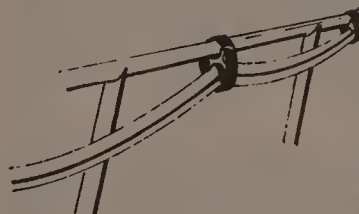
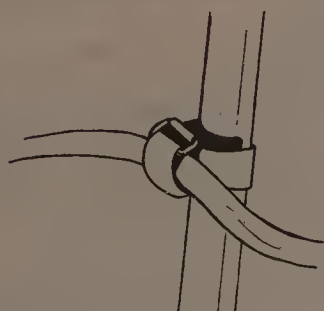
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LETTERS

throughout this state. If you think the cops wouldn't have seized *Eagle's Quest* if they'd found marijuana on board, I'd like to know what you've been smoking?

As long as a terrible law like Zero Tolerance remains on the books, it will be used and abused. Please urge your readers to write their representatives and demand that constitutionally guaranteed due process be restored and that this bad law be removed now!

Remember Martin Neimoeller from pre-war Germany? He said that when they came for the communists, he didn't bother to speak up because he wasn't a communist. And when they came for the Jews, he didn't speak up because he wasn't a Jew. But when they finally came for him, there was nobody left to speak up at all.

Well 'they' came for the motorcyclists and made them all wear helmets. And 'they' came for boaters and called boats 'Bay-fill' and took away the anchorages. But most important of all, 'they' took away our constitutionally-guaranteed 4th Amendment right to be protected against illegal search and seizure. And it seems like nobody is speaking up but me. What are the rest of you waiting for?

Lorraine and I hope to finally get out of here on May 15th and boogie down to the Sea of Cortez for the summer. Thanks for listening.

Robert J. Coleman
San Diego

Robert — In our view, it doesn't matter why Zero Tolerance isn't being enforced, just whether it is or not. And we can't remember the last time we heard of a Zero Tolerance case. Nor do we believe Eagle's Quest would have been seized and sold had half a joint been found in the bilge.

Why don't people speak up for constitutional rights, you ask? We suspect it's because many of us are cynical and feel disenfranchised, having been ever-increasingly exposed to evidence that the Constitution works for criminals — be they be cold-blooded murderers or crooked savings and loan presidents — at the expense of law-abiding citizens and society as a whole.

Do you ever get the feeling the Constitution is about as relevant to modern life in America as George Washington's wooden teeth would be to state-of-the-art dentistry? We do. Many areas of this country have passed from a society of laws to an unruly jungle where only the most brutal and/or devious survive and prosper. Which is why it's such a pleasure to sail away from it all, both here and aboard.

IGNORE THE GARBAGE

You asked for opinions, here's mine. People have complained that 'the deal' that got Conner into the Defender Finals was against the rules. What rules? The point of the Defense Trials was to find the best defender, period. It doesn't matter if there were two finalists or three. Hell, it doesn't matter if they'd flipped a coin or consulted the entrails of a goat, as long as they showed up for the Cup Finals with the fastest combination of boat and crew they could find.

It was only at that point that any rules applied. Which, in my opinion, is why your Super Bowl analogy falls apart. That particular contest didn't start until the whistle blew. Lots of trades and deals went on right up until the deadline before the game. Come to think of it — and considering the 5 to 0 outcome — maybe the San Diego YC should have gone with Neon Deion instead of D.C.

The point is that whatever deals the Defenders and Challengers make up until the first America's Cup race should be their business — since it usually adds up to a better race series.

As for the players in 'the deal', it was good for Conner for the obvious reason he otherwise would have been eliminated. It was good for Koch, since it allowed him to hedge his bet; he had to be thinking that *Mighty Mary* would lose to Conner in the next race. It was bad for *Pact 95*, but they were probably simply out-voted. It was good for the sponsors — again, obviously — and good for the Defense effort. Like John Bertrand said, "The point is to maximize the



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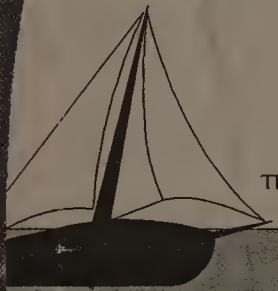
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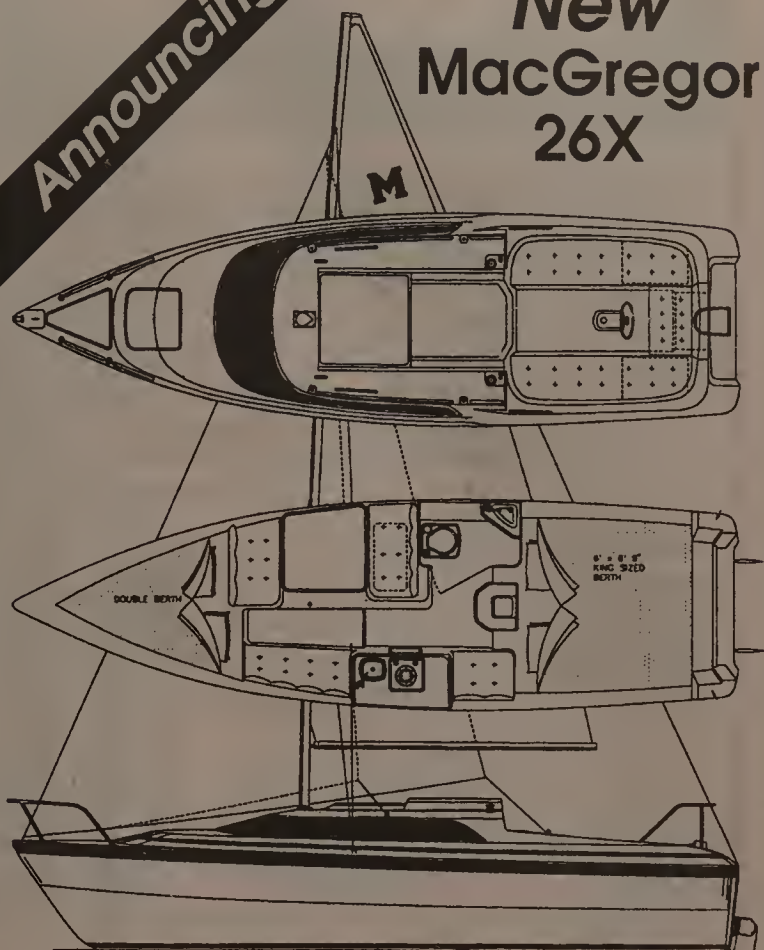
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Choose a snatch block based on anticipated loads and avoid having low load blocks on a larger boat so that they cannot accidentally be used in an abusive situation. When using snatch blocks for high load applications such as genoa leads, don't forget to consider that load is magnified as lines are turned sharply in a block. If the snatch block is serving as a genoa foot block, the load can be twice the sheet load. Also be sure the attachment point is as strong as the block – many stanchion bases are cast metal and not designed to handle high loads.

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Mark Wiss
Harken Pewaukee



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LETTERS

Defense."

And before you pop a blood vessel worrying about the black cloud of sponsorship, consider this. Before sponsorship, our only view of an America's Cup Final was from a blimp for the last few minutes of the final leg of the last race — if we were lucky. Two white dots on a big blue ocean; boy, that's real drama!

As for me, I plan to let the sponsors know that their bucks were well spent, since the alternative is pretty bleak. Bleaker even than the prospect of watching Jim Kelly prove once again that a sportscaster can watch hundreds of yacht races and learn absolutely nothing. I swear to God, if he had said 'for-mid-able' one more time, my coffee table was going straight through the Trinitron.

And finally, the weirdest part of this whole series is that Koch, the bull-goose wimp of all time, got away with a huge insult. Early in the series, he said he could beat these yacht club types "even with a bunch of girls". Am I alone in thinking that this mega-buck clown used the all-female concept simply to stick it to the yachting 'establishment'? Putting Dave Dellenbaugh into the crew and ruining the chemistry of an all-woman effort seems to prove this point. Maybe J.J. Isler wasn't cutting it, but does anyone believe that there wasn't one woman sailor on the whole planet who could have done the job?

I find myself agreeing with Lee Helm. Amidst the turmoil, America's Cup racing is pretty healthy. Ignore the garbage and sit back and enjoy the gist of the whole exercise: two crews from different nations (mostly), trying to beat the crap out of each other on big boats. And who cares what the lawyers, journalists — or sails — say?

Besides, the real issue should be: Why does Conner keep showing up with such dog-food quality boats? Only his cunning and guile have kept the Cup in the States for the past few years. We need a rocket ship of our own next time.

Chuck Lantz
San Francisco

Chuck — 'Lots of deals and trades right up until the whistle blew to start the Super Bowl'? No, Chuck, not quite. Ages ago all professional sports recognized that it would be ruinous to genuine competition to allow teams to 'stack' their squads once they got into the playoffs. This is why there are strict 'trading deadlines' well in advance of any playoffs or finals. Baseball teams can't even bring up players from their own minor league teams just prior to a playoff game.

Whatever deals the Challengers and Defenders want to make right up until the Cup Finals should be their own business. You're saying it would be fine with you if 80 individual Toyota dealers in the U.S. decided to challenge for the next Cup, and by their sheer numbers were able to cut a deal in which it was decided that the Challenger Trials should be competed for in El Toros on the little lake in front of Toyota headquarters? Without adequate guidelines, the America's Cup would become even much more a test of cunning than sailing skills — which is why there's already a 22-page legal document outlining the protocols for the next America's Cup.

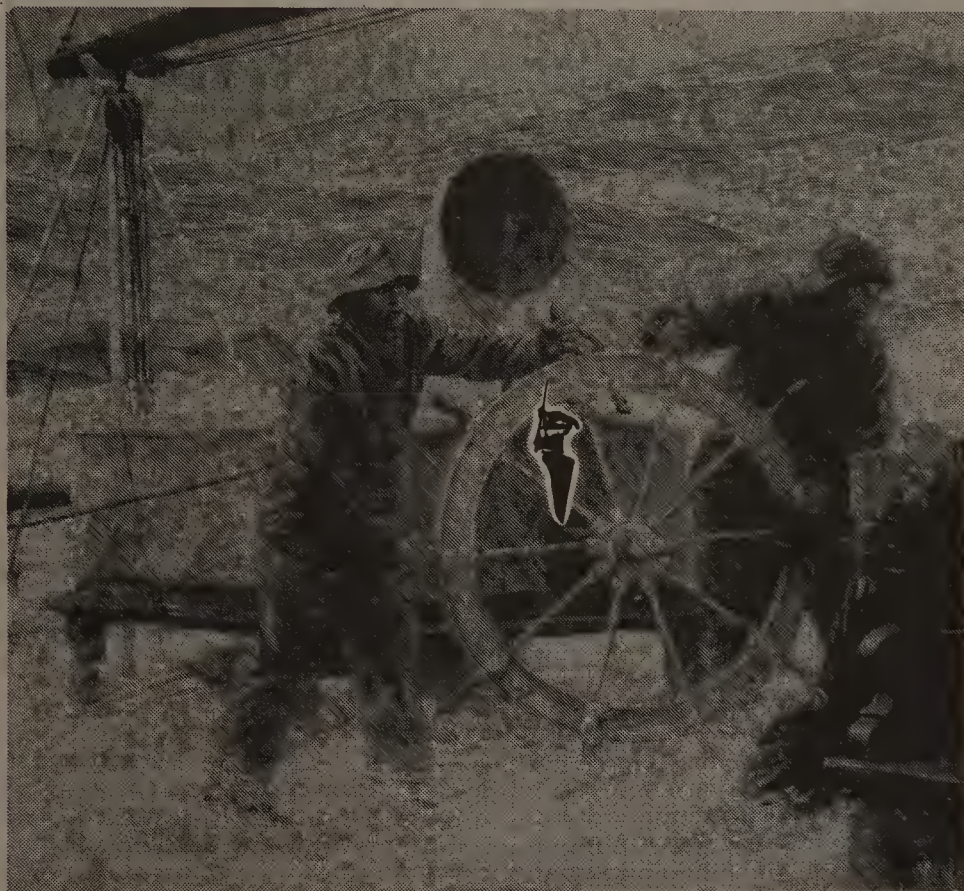
Suppose the two winners of the next Challenger Semi-Finals got together to rig who'd win the Challenger Finals — in order that they could be more certain of winning their bets on the event. Would you be content to ignore this 'garbage' too, and just sit back and enjoy being played for a chump? Once you abandon the concept that winning should be based on sailing skill, Chuck, you find yourself having to live with all sorts of dreadful consequences.

⇓ I'M NOT DISAPPOINTED

After being a reader of your magazine for the last two years, I'm now more than that. Six months ago I bought an Ericson 35, hull #202, which I've named *Chantey*.

While attending San Francisco State in the '60s, I crewed out of Sausalito on weekends. Back then, Ericsons were known as very nice, medium-priced sailboats. Years later, as an owner, I'm not dis-

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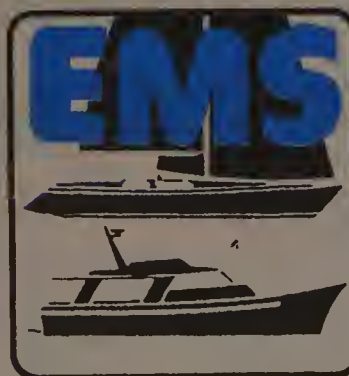
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LETTERS

appointed in my original perception.

Ericsons are a bit slow — by America's Cup standards — but I'm thinking of one-design racing and/or cruising. Is there any club, newsletter or association of Ericson owners out there? If not, there should be. These boats are really 'keepers' in a class of their own.

Bill Vreszk
Marina del Rey

Bill — We've owned two Ericsons, a 27 and a 35. We always thought they were very fine boats for the money and appreciated the fact that they don't look that dated. Ericson 35s used to clean up racing in Southern California, and one even took overall honors in the Puerto Vallarta Race one year.

We're not sure if there's an active owners' association; hopefully somebody will write in if there is.

THE NEXT ONE SHOULD BE EXCEPTIONAL

Maybe we should call it 'The America's Cr--p Race. Or perhaps, 'California Whines of Pt. Loma'? Today, as I watch the first race of the America's Cup, I can't help but feel good about Peter Blake's assured victory. Go New Zealand! Dennis Conner will have, to borrow from the title of his book, "no excuses."

I believe the best boat, the best team, and the best syndicate will win — and that's New Zealand. Don't get me wrong, I would have liked to see the Cup stay in the good ol' U.S. of A., but not after good ol' D.C. Conner whined, wheeled, dealed, and generally manipulated his way into the Cup defense. His sponsors should be ashamed.

This is the way I see it: If *Young America* had won the right to defend and then lost, Dennis would have whined, "They were too young and inexperienced. I would have won." If *Mighty Mary* had won the right to defend and then lost, Dennis would have whined, "What did you expect from a bunch of girls? I would have won."

At least now all Dennis can whine about is the boat he chose — which is a non-excuse — although in the middle of the first race Gary Jobson is already trying to make it for him. The crews of *Young America* and *Mighty Mary* can still hold their heads up with pride. They both did a great job, and either team could have represented the U.S. with honor. I would have enthusiastically supported either one of them.

In all honesty, I believe New Zealand had the faster boat. Peter Blake is an exceptional sailor and put together a great syndicate. The next America's Cup from New Zealand should be truly exceptional!

P.S. It was a great pleasure to meet Peter Blake and attend his presentation on winning the Jules Verne Trophy record. I truly hope *Latitude* continues to sponsor such exciting lectures with the Corinthian Y.C. as co-host. Keep up the great work!

Steven Castro
Heartbeat, Hobiecat 21
Shingle Springs

MAY NOT BE GOOD NEWS FOR DELIVERY SKIPPERS

Ed Grossman, the dry storage guru of San Carlos, Sonora, Mexico, made a lot of boaters 'muy' happy last year with his hydraulic lift. The thing slides under your vessel and then gently glides out of the water to deposit your floating home on the hard — and at a very reasonable fee.

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Grossman is gonna do it in La Paz as well. He's entered into an agreement with Marina Palmira for a haul-out and dry storage facility there.

But here's the big news! Sometime next year, Grossman says he'll

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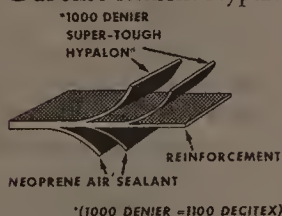
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Beware of boats with the points on the wrong end.

Those pointed ends you see on most inflatables are there only to make manufacturing easier. They also give a false sense of size, because while adding to the length, they do nothing for stability or interior space. When comparing sizes of inflatables, make sure you're looking at



17 Foot Rigid-Hull

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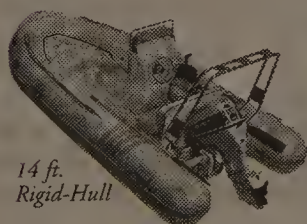
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LETTERS

be able to lift boats out at Bahia de Los Angeles, haul them 75 miles across the Baja Peninsula, and deposit them back into the water on the Pacific side at Santa Rosaliita (which, yes, is spelled with two 'ii's'), which is 320 miles south of San Diego. He says he'll be able to do all this for under a grand! That may not be good news for delivery skippers.

When we talked to Grossman last month, he had already ordered the lifts. When we were in La Paz last week, we saw the dry storage facility being built, so it's really happening.

Jinx Schwartz
High Jinx
Sea of Cortez

Jinx — Very interesting news. With low storage rates and additional storage areas, it's certain that more cruisers will be leaving their boats in Mexico for the summer.

As for the delivery from the Baja side to the Pacific side, it's doesn't seem like that many people would pay \$1,000 to still find themselves 320 miles south of San Diego. If Grossman would offer to take boats across Baja and all the way up to Ensenada, we think he'd get a lot of takers.

LET'S GIVE IT BACK TO THE NYYC

Doug Peterson, a San Diego designer who is noted for the Peterson 44, the Kelly-Peterson 46, and other designs, was the designer — not of any U.S. Cup Defenders — but of *Black Magic*, the victorious Kiwi Challenger! I'm certain that the original contenders of the Cup are looking down on us and collectively saying, 'Come on guys, that's not what we had in mind,' as the race originally pitted the best of each nation's designers, technology and crew against one another.

In these days of global economics, global designers and global technologies, the Kiwis may be taking away the old silver mug, but let's not go on pretending that the Cup still stands for what it once did. Since there is little chance or desire to get back to the Cup's original intent, let's give it back to the New York YC and get on with designing a quality race for the 21st century.

Dick Einspahr
Sacramento

SCREWED BY THE NYYC

Well, *Latitude's* guess was right! Conner pulled it out of the bag and ended up defending the Cup for the United States. In a way, I am glad that he was given recognition as the only person to lose the Cup twice.

Between the obnoxious personality of Conner, the fascist tactics of the San Diego Harbor Police, and the ridiculous decision of that bunch of geniuses who called for the stupid three-way rat-race Defender Finals, I am truly glad the Cup went to Auckland (pronounced 'Oakland' by the Kiwis — very confusing).

Perhaps the 1999 or 2000 America's Cup, under the guidance of Kiwi sailors, will take on some semblance of being rational — assuming, of course, that members of the New Zealand government are excluded. A government representative would probably propose provisions which are comparably stupid to Section 21 of the Maritime Transport Act of 1994. And yes, I'm pleased that the New York YC has finally lost all control of the Cup.

In 1934, T.O.M. Sopwith's *Endeavor* was screwed out of taking the Cup home by the New York YC and Vanderbilt's *Rainbow*. As I recall, Sopwith won two races cleanly and was gypped out of two more by questionable protests. As an addendum, however, I do suspect that Vanderbilt's *Ranger* would have won back the Cup in 1937.

Regarding whether *Mighty Mary* was sailed by women — she was. They just happened to have one man on board. Almost to a certainty, women were involved in the *Stars & Stripes* and PACT '95 efforts — although not onboard during races.



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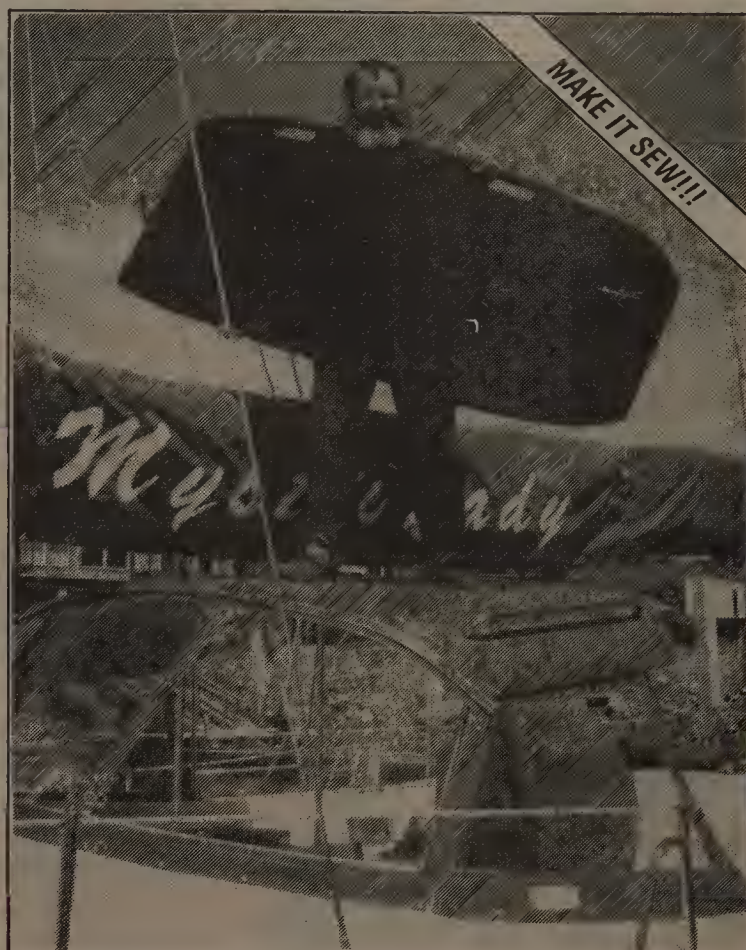
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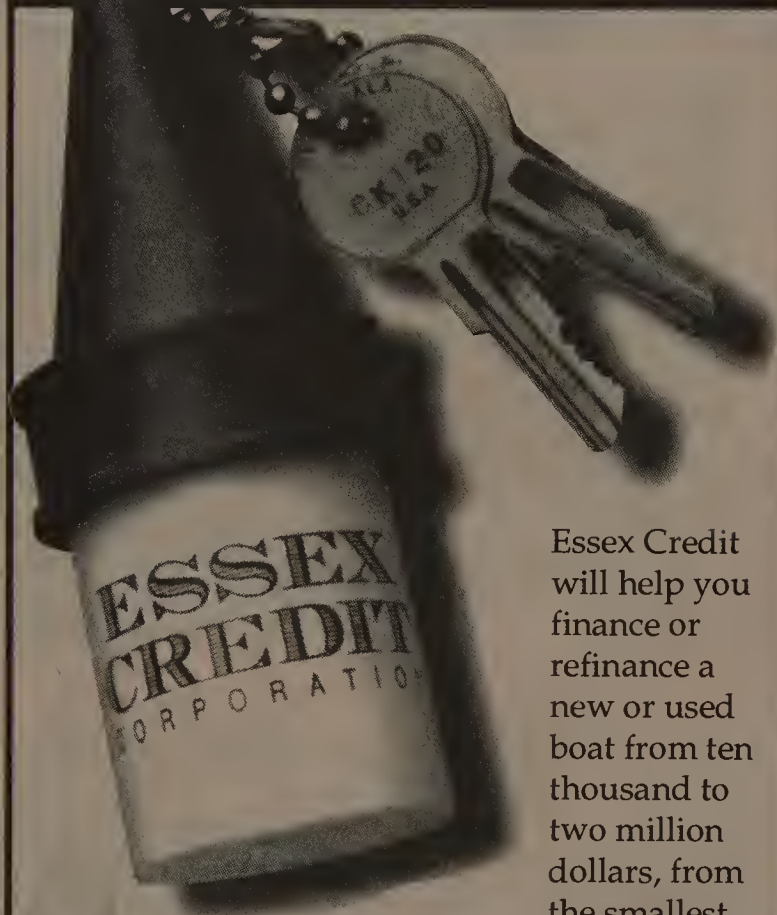
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LETTERS

Apropos of nothing much, it is astounding that Clear Lake is so often barren of sailboats. It's a great place for sailing and overnighting. Also, there are some interesting restaurants and bars with docks nearby.

Chuck Berkstresser
Sacramento

Chuck — All climbs to the top of Mt. Fuji begin with a single step. What's to stop you and the folks from the Lakeport YC from putting up a few bucks to form a syndicate, going down to Auckland and winning the Cup back? Think of it, the 2004 America's Cup on Clear Lake!

⇓ PRINCIPLES & RULES

Principles:

- I supported Bill Koch in '92.
- I liked his fresh, new approach. I liked his philosophy.
- I liked the *principles* he stood for.
- I contributed to his campaign.
- I went to San Diego, and bought an *Am*³ shirt and hat.
- I saw a race from on the water. We won!
- I supported Bill Koch in '95.
- I liked the principle of an all woman's team.
- I said, 'Yes', and I sent money.
- I watched every race on television, but then I saw a man onboard.

So much for principles. No more money from me, Bill.

Rules:

Announcer Jim Kelly said, "Hey, this is the America's Cup! They've been cutting deals in the back room forever!"

The amateur days are over, Jim. The Cup is a *professional* sport now, manned by professional sailors. This means there are *rules* to govern every aspect of the sport, which should be observed by *both* challengers and defenders. And should be unchangeable!

Count me in, I'm glad the Kiwis won, too. Now, how about a Bay Area campaign so we can bring the mug to San Francisco?

Jerry Sexton
San Jose

TRIP TO THE TOILET

Once again, you are right on target in your comments about the America's Cup debacle. It was hard to understand my rush of anger when I read the press release concerning the sudden change of rules at the end of the semifinals, but your article clarified things for me. As I said, your views are right on.

I believe the 'trip to the toilet' for the Cup started with the large monohull versus the catamaran race, and all of the court wrangling that preceded it. At that point, the Cup race went from a magnificent sailing event to spoiled kids fighting over their blocks.

To keep it short, I vote for 5-0 New Zealand over America. Thanks for the opportunity to vent!

Roger E. Hammerli
Had to Be
Vallejo

⇓ POSITIVE CHANGES ARE CLOSE AT HAND

Conner called the Kiwis "cheaters" in '87 and forced them to core their fiberglass hulls in Fremantle. He then called the Kiwis losers after the '88 mismatch with the catamaran. And in the '92 Cup, Cayard was brought in to discredit the Kiwi challenge with a multitude of protests over their bowsprit. So, as Peter Blake stated, there was a lot of history up for the taking on the Saturday of the final race, when both Conner and Cayard were in the afterguard of *Mermaid*.

Reporter Rich Roberts recalled the Kiwis' unbridled joy on that victorious Saturday afternoon when they finally won the Cup, and noted that "time wounds all heels". Team *Stars & Stripes* had looked

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Dan Byrne - Valiant 40 "I am happy to report to you that the Alpha Autopilot performed flawlessly for the entire BOC round the World Race. I am in awe of your device. It functioned continuously for thousands of miles without faltering, with barely discernible power drain and with sufficient muscle to handle Fantasy in gales of 60 knots gusting to 70."

Hal Roth - Santa Cruz 50 "My Alpha auto-pilot steered eighty percent of the time during my 27,597 mile BOC Round the World Race. The Alpha pilot was excellent in light following winds and the Alpha was also good in heavy weather and steered my ultra light Santa Cruz 50 on the day I logged 240 miles under three reefs and a small headsail. Just past Cape Horn I got into a severe gale and nasty tidal overfalls: again the Alpha saw me through that terrible day. Like Dan Byrne in an earlier race, I stand in awe of the performance of your autopilot. Not only were it's operation and dependability flawless, but the power demands were minimal."



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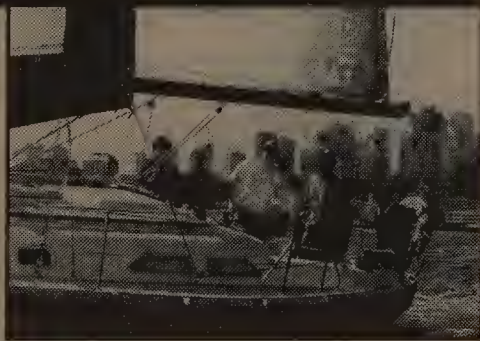
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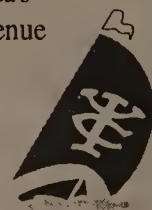
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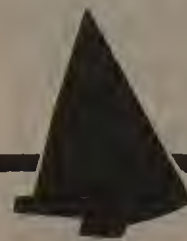
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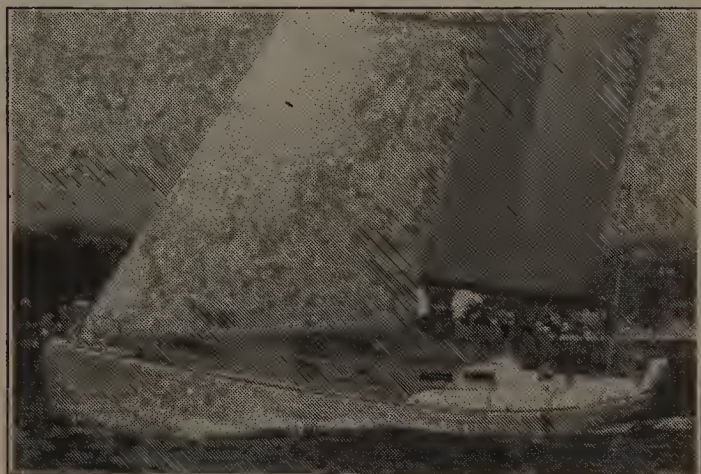
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LETTERS

like a delivery crew when matched against the proficiency of the *Black Magic* squad. Meanwhile, designer Doug Peterson of San Diego — who created the boat for the Kiwis — captured the moment forever when he coined the phrase "slaughter on the water". A clean sweep!

A lot was said about the difference in boat speed between the U.S. and New Zealand boats, but I thought it was never a factor. Even a casual observer could tell that the Kiwis were consistently on the right side of the wind shifts. The yachts were fairly even in boat speed, as evidenced by downwind runs. *Black Magic* possibly sailed 3° closer to the wind than *Mermaid* — the result of a combination of hull, keel and a suit of sails trimmed by an extremely talented crew of international bluewater yachtsmen who out-classed some talented American buoy racers in all disciplines of sailing.

While competition brings out the best in products — and sometimes the worst in men — I found it sickening to watch interview after interview with Conner, who was wearing an airline cap and a jacket with a Sears logo, holding a Budweiser can in one hand and a Diet Pepsi in the other, and speaking out of both sides of his mouth. It was hard to tell which chin was moving.

The real beauty of the recent event is that it eliminates the New York YC from the Trustees Committee and places the Kiwis and Aussies in majority control. Positive changes are close at hand, and 1999/2000 will be the year of the Pacific Rim!

Jason James
Hermosa Beach

Jason — Perhaps the biggest story of this year's Cup is the widespread and intense animosity American sailors felt toward their own team. If we had to guess, we'd estimate that there were at least three Americans who wanted the Kiwis to win for every American who wanted Conner to win.

As for the matter of raw boatspeed, we think there is no question that *Black Magic* had a clear advantage. The Kiwis couldn't have compiled their phenomenal 42-1 record without a significant speed advantage.

⇕NOT THIS YEAR

I have been a big supporter of America's efforts during the past Cups — but not this year!

I wanted to see a level playing field in Cup competition, but I think Dennis Conner and the San Diego YC have lost sight of this.

Go *Black Magic*! I want to see the Cup go to New Zealand.

John Hicks
Hicksville

⇕CHEAP BUT GOOD

I feel compelled to put down your rag and take up my pen with regard to using a car tire as a storm drogue. Having used this 'old stand-by' on several occasions, I can personally vouch for its effectiveness.

We were living in a small coastal town 800 miles from Bristol Bay, Alaska, where fishing boats are limited to 32 feet in length. We made the trip to the Bay every spring and returned in the fall. Before we left on each voyage, we'd get about four tires, two for — no pun intended — spares. Our trips would cover some of the roughest conditions most sailors would ever want to encounter: Shelikof Straits, the Pacific side of the Alaska Peninsula, through False Pass at the end of the Aleutian Chain, and across the Bering Sea in April.

On occasion we would get a friendly tow from a 90-foot home-based 'tender' boat, to save both time and fuel. We were towed at 10 to 12 knots the whole way, with few if any stops. We used about 100 fathoms of the tender's 1½-inch nylon tie up lines bent together with a tire in-line to act as a shock snubber.

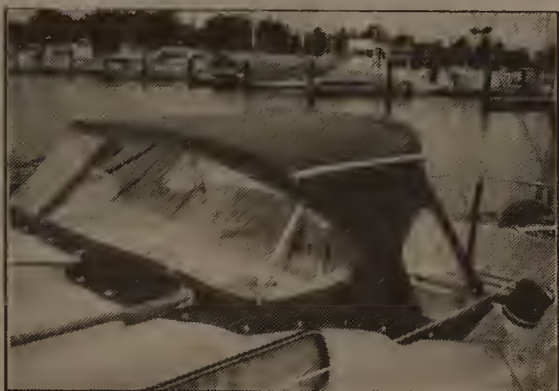
We would deploy two tires when the drogue was needed, for example, in large following seas when the tow line would slacken and we would accelerate, causing the little boat to broach. When the tow

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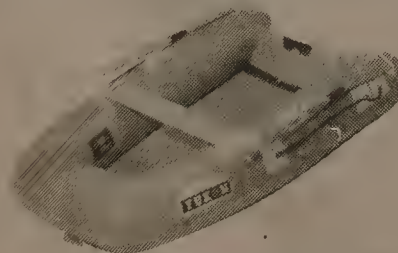
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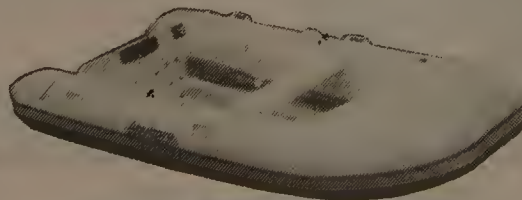


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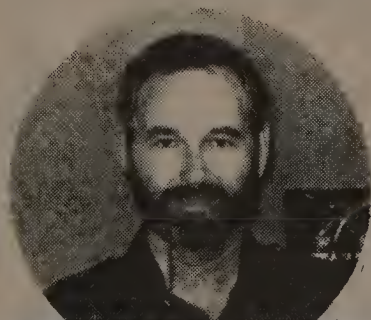
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LETTERS

line came tight, the strain would be most severe, and would actually 'snap' the boat on her beam ends. We would attach a tire to about 10 fathoms of 3/4-inch line on each stern cleat to keep the square sterned boat tracking straight. We didn't use any weight to hold the tires down and on one occasion even pulled a tire apart!

A word of warning: When you need to deploy 'the old stand-by' make sure the line is flaked out and everyone is clear. Once the tire gets in the water, it actually 'opens up' or flares. It would defeat the effect to tie tires in a series, because you would lose the flaring effect.

Once we deployed the tires, there was no way for us to get them back unless the tow boat stopped or the line or cleat would chafe off and we'd lose it all. I hope this will help anyone with limited funds and access to an old tire.

Joe and Annie
Pai Waka
Vallejo

Joe & Annie — We appreciate the tips from folks with as much ocean experience as you.

⇕THERAPY

As a non / would be / pending sailor, I have read your magazine for the last 18 months. Upon — finally — making the decision to get my feet wet — and after numerous 'discussions' with my wife about the therapeutic aspects of sailing — I am determined to become involved in sailing.

Unfortunately, the number provided for Michael Weir of the San Jose Sailing Club in the April issue was incorrect. Is there an updated phone number?

Michael R. Nyden
Pleasanton

Michael — For once it wasn't us who made the mistake. You can reach Weir and the San Jose Sailing Club at (408) 978-0420.

⇕EVERYONE HERE IS SUE HAPPY

Some time ago you mentioned a German firm that offers cruising insurance and is supposed to be a fairly good company — although they will not insure U.S. boats that are in U.S. waters because everyone here is sue happy.

Now for the \$64 question, what is the name of this company and what is their address?

Larry Clark
East Bay

Larry — The company is Pantaenius, and they are even more selective than you remember. Late last year they told us they will not insure U.S. or Canadian boats unless they are in European waters and plan to stay there. One of our readers who used to work with Lloyds even went to Hamburg in February to discuss the situation regarding U.S. boats with Pantaenius, but nothing has changed.

If you want to take a crack at them, their fax in Hamburg is 040-37-09-11-09. If you've forgotten your high school German, you might try their United Kingdom office in Plymouth, where the fax is 01752-22-36-37.

⇕OVER 50 KINDS OF BOATS

A couple of issues back you folks stated that you appreciated receiving newsletters from different sailing organizations. I've enclosed a few recent ones from the Butte Sailing Club. Our 'home waters' are Lake Oroville and associated impounds, the forebay and afterbay. In the summer we also hold events on Lake Almanor, which is 'up the hill' near Mount Lassen.

The Butte SC is a 'parking lot club' because the State Parks Department doesn't permit private facilities on their waters. The great majority of our 80 members sail trailerable centerboard dinghies, so

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- Includes lunch at the St. Francis both days
- Limited to 150 people

Safety and seamanship

Peter Isler -- Two time Americas cup winner and ESPN commentator.

Hal Sutphin -- Associate editor of Ocean Navigator, contributor to Cruising World etc.

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Paul Miller (ASA offshore instructor evaluator, Cal Sailing Academy, Marina del Rey) "*Selecting charter areas and charter companies*" **Jill Baty** (Royal Ocean Racing Club, 5 Fastnets) "*Preparing yourself and your boat for offshore & heavy weather sailing*" **Bob Evans** (ASA offshore instructor evaluator, Lanier Sailing, Atlanta, GA) "*Emergency repairs at sea*" **Jocelyn Nash** (Sobstad sails) "*Advanced sailtrim*" **Mark Rudiger** (Transpac winner/sailmaker) "*Transpac-past, present, future*" **Mary Swift** (ASA Advanced CC instructor) "Women offshore"

[And much, much more]

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Brochure: Due out June 10, will be updated every two weeks thereafter.

Tickets available June 15:

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East Bay - Sailing Connection (510) 236-8999

South Bay - Spinnaker Sailing (415) 363-1390

Marin - Modern Sailing (415) 331-8250

Related events

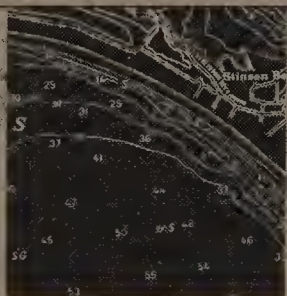
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- Analysis of recent sailing inventions.
- Presentations of award winning instruction techniques from around the country.
- A Roundtable -- listen to sailing and cruising ideas from experienced sailors.
- A planning meeting for an international sailing event at several Bay area locations in August 1996.

[A partial list of events]

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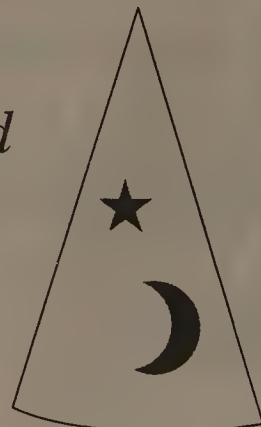
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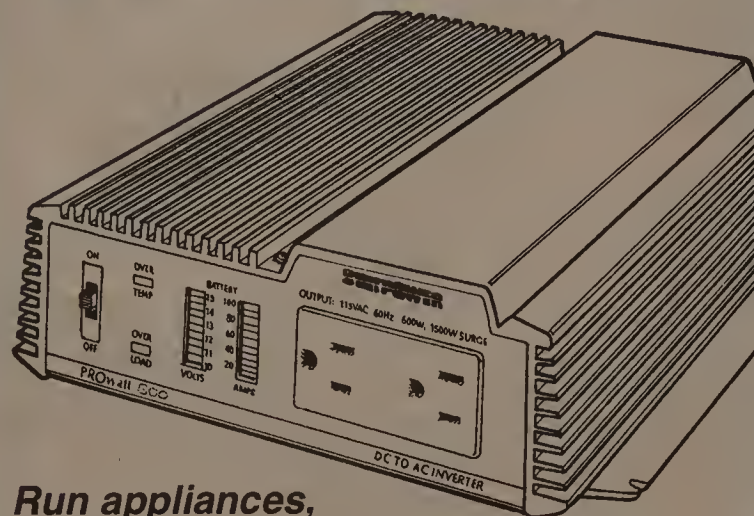


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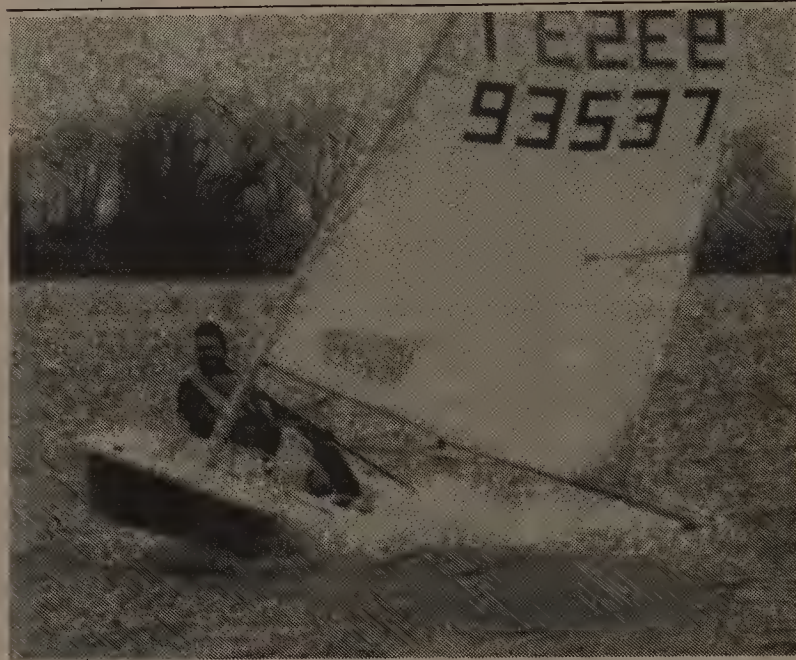
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LETTERS

we can be found at racing events from Monterey Bay to Whiskeytown. Our two largest fleets are Thistles and Lasers, but we have over 50 different kinds of boats. Consequently most of our racing is under the Portsmouth Handicap System — and it works pretty well.



WADE HOUGH

Enclosed is a recent picture I took at our season opener, the BSC Año Nuevo Race — on the Oroville Afterbay. It shows our Vice Commodore, Dave Neilsen, 'looking good' in the middle of a winter storm. The Afterbay is a 4-mile long reservoir of agricultural water that's mostly used for rice farming.

While we host a number of events, your readers should be made most aware of our BSC High Water Regatta on July 15-16. The event has great mountain scenery, clean and uncrowded camping, and pretty good race management. Although we always get some racers from the Bay Area, it's still a well-kept secret down there. Normal conditions include an afternoon thermal wind of 12 to 18 knots and water temperature that's pleasant for those who capsize.

P.S. I've been a subscriber for over a decade and your magazine is the best. I read each issue cover-to-cover before I even peek at the glossies. The *Racing Sheet* and letters from cruisers around the world are most interesting. It's real news, not history or some sales pitch.

Wade Hough
Commodore, Butte Sailing Club
Palermo

Wade — Thanks for the kind words, we always appreciate hearing what features our readers like.

As for the High Water Regatta, we certainly hope we can help get more Bay sailors interested in heading to the mountains. The diversity does everyone good.

⇕ FEET AND INCHES

I appreciated you running my article about whale sharks in the Sea of Cortez, and I realize you don't have time to proofread — but a 12-foot by 6-foot by 4-foot egg case with a 14-foot embryo? Give the poor females a break.

I'll remember to spell out the 'feet' and 'inches' next time.

Chris Dewar
Eventyr
La Paz

Chris — Oops!

By the way, what's this 'proofreading' thing you referred to?

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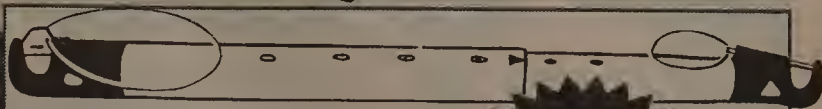
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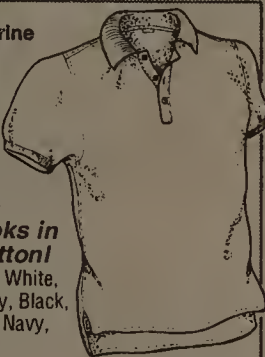
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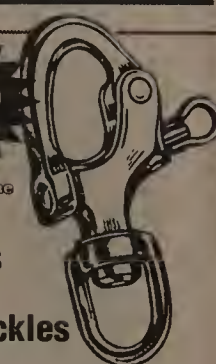
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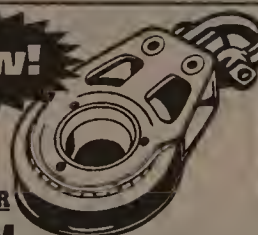
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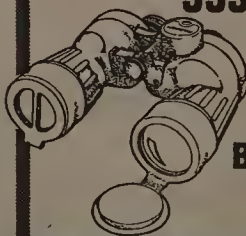
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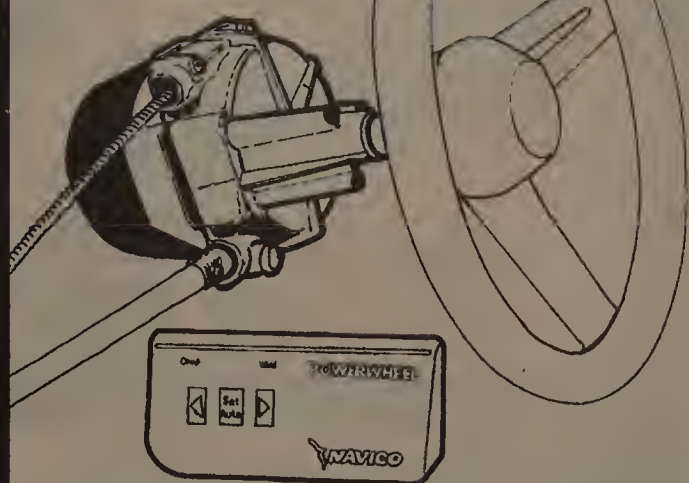
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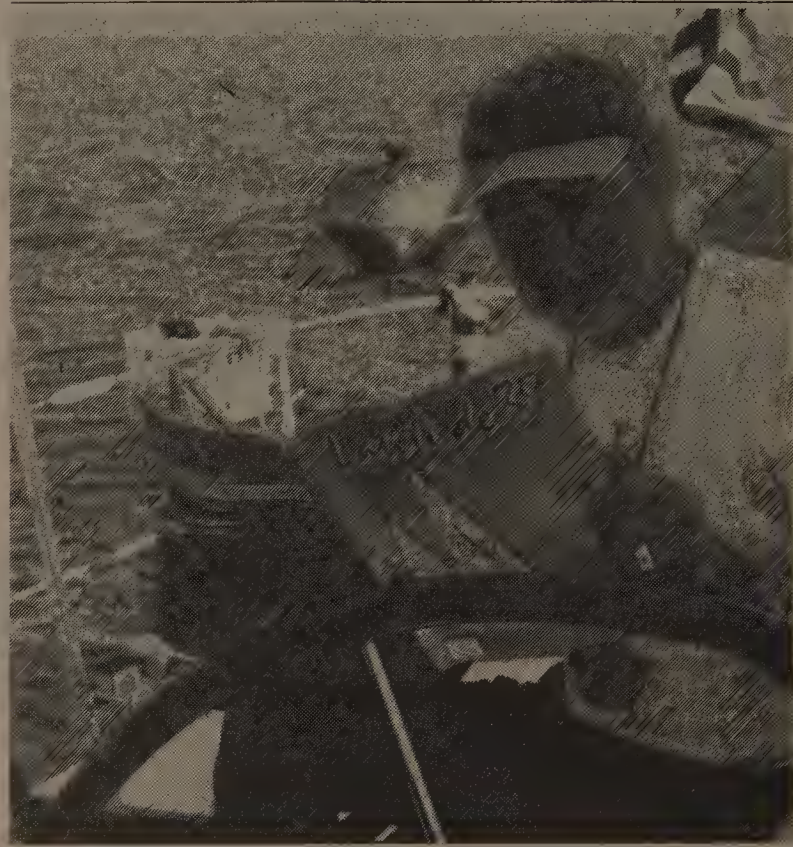
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LOOSE LIPS

More travels with Latti...

Our traveling issue theme this month brings us to neighboring Mexico, where we find Fleetwood Mac bassist and avid cruiser John



John McVie.

McVie enjoying one of our collector issues (June '93). John is aboard his exquisite classic yacht *Challenge*, upon which he hoped to be heading down to the South Pacific by now, reports roving reported Joe Rinehart. But drat it all, Fleetwood Mac decided to tour again. Oh well, we'll re-up his subscription so he can keep up on all the fun that he's missing.

Ah, progress.

Year of the Woman, women in the America's Cup, women in the BOC. No doubt about it, the fair sex have been moving up in the world. But it wasn't until last month that we realized just how far they've really come. After 40 years of only men leading visitors down danger-fraught jungle rivers, women will finally be allowed to drive Disneyland's Jungle Cruise boats.

As proof D-Land is living up to its new "no barriers" motto, more men drivers will now be helming the Storybook Land boats. God, what cojones — they could chip a fingernails doing that!

The Beer Hunter.

Those of you able to sit through the movie *The Deer Hunter* will recall that the 'gimmick' of the movie was how Vietnamese prison guards who amused themselves — by making American POWs play Russian roulette. Released shortly after the war, it was the first of an ongoing genre of movies able to inflict post-traumatic stress syndrome on people who never even went into the military.

Anyway, back then, real men raced real races in the ocean. They'd sail blood-curdling marathons like the Buckner and Waterhouse races and eat winch handles for lunch. And when the racing was over, some of them played a game called *The Beer Hunter*.

With all the beer can races having started up again, we thought it

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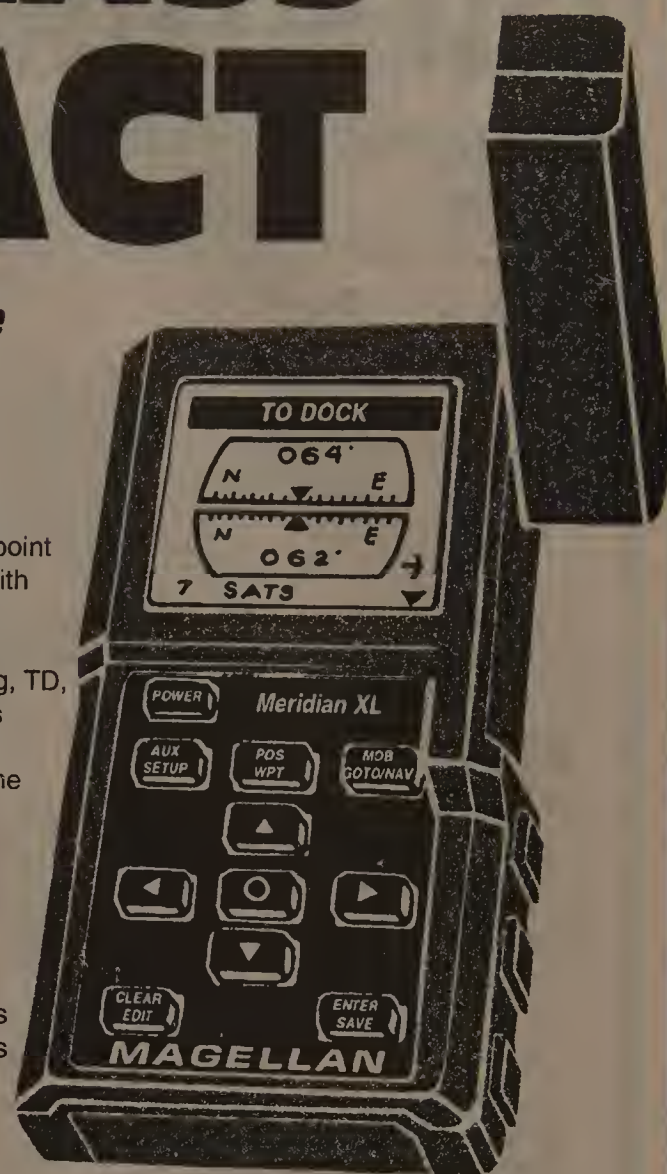
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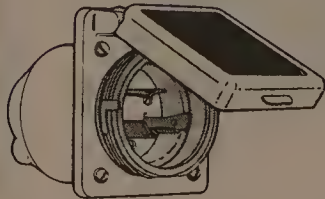
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LOOSE LIPS

was high time the game was revived.

Legend has it that The Beer Hunter was invented one dark and stormy night aboard a small IOR boat anchored in Drakes Bay. The guy who's was 'it' would take a six-pack out in the cockpit, shake the shit out of one can and replace it in the six-pack. He'd then go back below and the crew picked one can apiece. Then each guy had to lean his head over and open the can next to his temple. The wettest participant was the next 'it'.

Naturally, you have to tailor the amount of cans to the amount of players. Six is ideal because it's the same odds as real Russian roulette. And of course, these days, we would *never* advocate drinking and boating. The game can be played just as easily with Calistoga or Dr. Pepper. But it's best with beer. Especially after you've already had some.

We would also remind you that real men *liked* boats whose interiors were coated with stale beer, blood and whatever it is that potato chips turn into when they get wet. For most of the rest of us, The Beer Hunter might best be played on deck. Enjoy!

Change of address.

Don't ask why, but we had to change our internet address. Our new location for you 'wired' types is **l38ed@aol.com**. Come see us in cyberspace!

Save people or whales?

Should Mexico lower its environmental standards in order to help salvage its battered economy? According to *The New York Times* on April 27, that's the crux of the battle currently raging at San Ignacio Lagoon, on the Baja peninsula between Turtle Bay and Magdalena Bay. Long one of the most important Bajan breeding grounds for gray whales, which migrate from Alaska every winter to frolic there, the Lagoon has been targeted by big business as the proposed site for the world's largest plant to produce salt from saltwater.

On the positive side, the new business would create about 500 jobs and bring in about \$100 million annually on sales of six million tons of salt. But environmentalists fear that the process — which involves flooding 70 square miles of shoreline around the Lagoon — will alter the salinity and temperature of the area enough to drive whales, not to mention other wildlife, away permanently. "We can't afford to have the reserve anymore," claimed one Carlos Estrada, a land developer. "We're a third-world country with first-world environmental laws."

Environmental groups, as well as local fisherman obviously disagree. "It just doesn't make sense to me," said fisherman Servando Ramirez. "This is a protected reserve for the whales. But with a reserve or without a reserve, we all know that if the Government wants this project, they will get it."

Reading room.

Couple of recently released publications you should know about. The first is PICYA's new *Yachting Yearbook*, by far the most oft-used reference in these offices. The latest edition is 440 pages filled with names and numbers for almost every Bay Area yacht club, one design fleet and other racing organization you'd care to name. So rather than calling us to ask phone numbers, why not plunk down \$9.50 for your own copy of the *Yachting Yearbook*? They're available at all the usual outlest, or by mail (add \$3 shipping and handling) from P.O. Box 907, Mill Valley, CA 94942.

Also just out is the completely revised, three-book set of the 1995 *Pacific Boating Almanacs*. Each 31st-edition book covers 560 pages of information invaluable to anyone cruising from Puget Sound to Acapulco, or vice versa. All editions also include tide tables. You can also get these at the usual places for \$19.95 apiece, or by contacting the publisher at 13468 Beach Ave., Marina del Rey, CA 90292.

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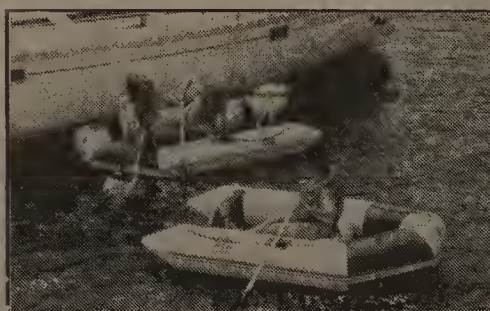
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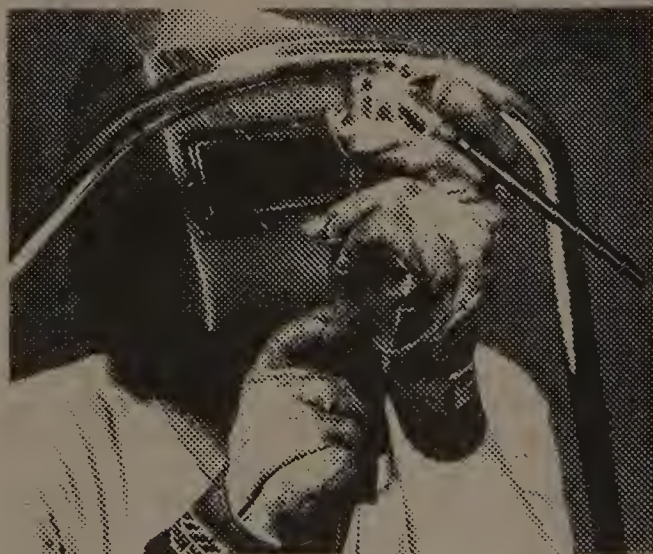
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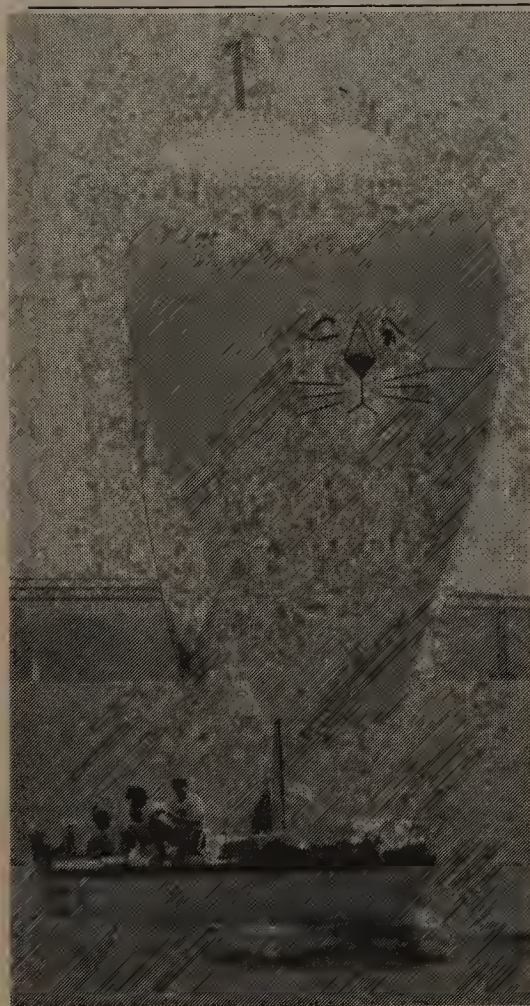


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black sunday

Tragedy struck this year's Vallejo Race. On Sunday, May 7, 20-year-old Victoria Taylor fell off a boat crewed by, among others, her mother and stepfather. Despite help from two other good samaritan boats, Victoria drowned.



'Pink Panther'.

LATITUDE/CHRIS

Conditions on Sunday were gnarly. In stark contrast to the warm, spring weather of the Saturday run up to Vallejo, Sunday saw the fleet pounding uphill through steep, 5-foot chop and 20 to 25 knots of wind. In the words of one competitor, "It was more like a whitewater rafting trip than a sailboat race."

Victoria was on the rail of the Merit 25 *Pink Panther* with five other people. Her mother, Shellie, was driving. Near Point Pinole, the *Panther* tacked, Victoria missed her footing changing sides and in a heartbeat, she had gone through the lifelines and into the water. She was not wearing a lifejacket.

She managed to grab a stanchion momentarily, but the rough water tore the boat from her grip, and the distance between them increased rapidly.

Aboard *Pink Panther*, everyone sprang into action. People were screaming "Man overboard!" and pointing. A lifering was thrown, but the wind caught it and blew it away. Shellie tacked the boat and tried to maneuver so that they would come up to Victoria from downwind, but the combination of wind, current and wave conspired to keep them at a distance. The decision was made to drop the sails and start the boat's outboard, but the prop was fouled by a line almost immediately.

The crew aboard Lee Roberts' Catalina 30 *Alexandra* saw the commotion and diverted to the scene. Also choosing to drop their sails and maneuver under power, they deployed their lifesling and circled Victoria, shouting at her to grab the line. This she did — but, significantly, she was not able to slip the lifesling itself under her armpits. Holding onto the line, she was quickly hauled to the stern of the boat where eager hands grabbed her foulie jacket.

Victoria was near the edge of consciousness by the time she came alongside *Alexandra*, completely unable to help herself any longer. *Alexandra*'s crew had rigged a tackle arrangement to hoist her aboard, but without the lifesling in position, it wasn't going to work. The crew tried vainly to lift her out of the water, but to everyone's horror, she simply slipped out of the jacket and drifted away again. When *Alexandra* was thrown into gear to try to retrieve her, the foulie jacket wrapped in their prop.

By that time, another boat had arrived on the scene, Vern Zvoless' Tartan Ten *Lady Hawk*. "We saw *Alexandra* circle Victoria and haul her in on their lifesling line, so we stood by, circling slowly. The next thing we saw was a man jumping off *Pink Panther*," said Zvoless. "We started to head toward him, and as we got closer we looked over and saw her, face up, about 6 inches underwater."

The man who had dived in was Joe Chew, Victoria's stepfather. He grabbed her and the *Lady Hawk* crew grabbed him. They rigged their own lifesling tackle properly under Joe's armpits, but again, were unable to get either of them aboard (this time partially due to the fact that Joe would not let go of Victoria). In the end, all Zvoless' crew could do was hold on to arms, legs, clothes — anything that would keep Joe and Victoria's heads above water.

continued outside column of next sightings page

floating

After the death of Larry Klein at last year's Big Boat Series, the issue of personal flotation came to the fore as never before. With the death of another sailor (see accompanying story at left) in last month's Vallejo Race, it seems — finally — on track toward some sort of resolution. Should yacht clubs and/or the YRA require racers to wear life-jackets, or shouldn't they?

Some one design fleets aren't waiting around to find out. Both the Melges 24 and 11:Metre fleets currently require participants to wear personal flotation while racing. In the 11:Metre fleet, the idea was proposed at a monthly meeting before the Big Boat Ser-



a vote

ies, receiving mixed reviews. At the meeting after the Big Boat Series, it passed unanimously. *Latitude 38* encourages all fleets to follow the Melgi/11:Metre lead.

Proving compliance can actually be fun, we caught up with a bunch of 11:Metre guys at Mik Beattie's house in late May. (Mik sails *Pier 23*.) Per the new rules, 11:Metre sailors must now demonstrate the type of flotation they're going to wear — which doesn't have to be Coast Guard approved, it just has to work. Mik's idea is to have a bunch of guys over to the house, cook up a few burgers, jump in the pool and see who floats.

It works for us!

black sunday — cont'd

That's how things stayed for the next 25 minutes until the Coast Guard arrived.

The Coasties got Victoria aboard their boat and, after assurances that Joe was okay, started CPR and rushed her ashore. Joe transferred to the San Rafael Police boat, which had also arrived on scene. The boat also towed *Pink Panther* into San Rafael, where Shellie and Joe were given the news that Victoria had died.

One of the ways Shellie dealt with the loss was through cyberspace. An avid cruiser of the internet, she posted an account of the incident that to date has resulted in more than 500 responses from all over the world. Many responses had to do with her plea for everyone to wear lifejackets, which almost certainly would have saved Victoria's life.

"When one crewman was below and someone asked if we wanted him to get PFDs while he was down there, everybody shook their heads," she wrote.

continued outside column of next sightings page

Roving water sprites, left, help give 11:Metre sailors the flotation torture test.



LATITUDE/KIRSTIN

black sunday — cont'd

"Drowning happens fast. Victoria was a strong swimmer. We all thought we knew enough to rescue someone in time. We didn't, and we didn't. Please, please wear your PFDs."

Vern Zvoless is a believer. "I'm never sailing again where everybody doesn't have lifejackets on," he says. He also noted the extreme difficulty of trying to get someone out of the water who could not help themselves. "Until you've dealt with it, you can't believe how hard it is. You're just not going to get somebody out of the water who's unconscious."

Our sincere condolences to Shellie, Joe and the rest of the Taylor family.

after the fall

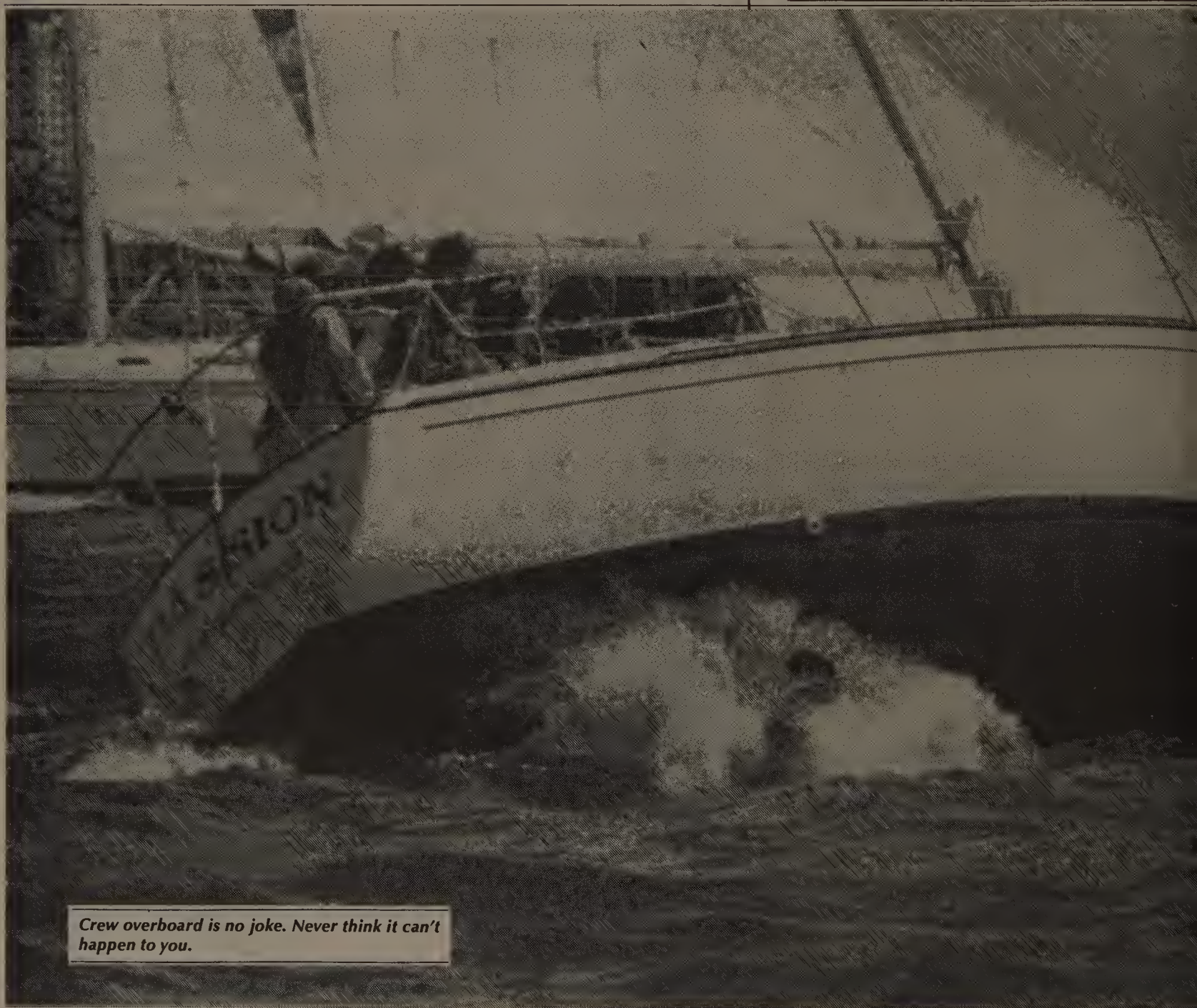
While we have you thinking — once again — about lifejackets, now seems as good a time as any to review just what happens when our nice warm bodies fall into bone-chilling water such as that in San Francisco Bay.

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captain josh's

As the 'patron saint' of sailors, Captain Joshua Slocum elicits a reverence from the faithful that would have taken him aback in his lifetime. And most everybody else, too. As late as the 1930s, his accomplishment as the first man to singlehandedly circumnavigate the world was met outside sailing circles with almost universal indifference.

No one knows quite what catalyzed the legend, but today it's not unusual for school children to learn about the good captain's three-year roundabout starting in 1895. His now-classic book, *Sailing Alone Around the World*, remains a must-read for newcomers to sailing, and a continued inspiration to experienced hands. Scores of copies of his *Spray* sail the world's oceans and more are being built all the time.



Crew overboard is no joke. Never think it can't happen to you.

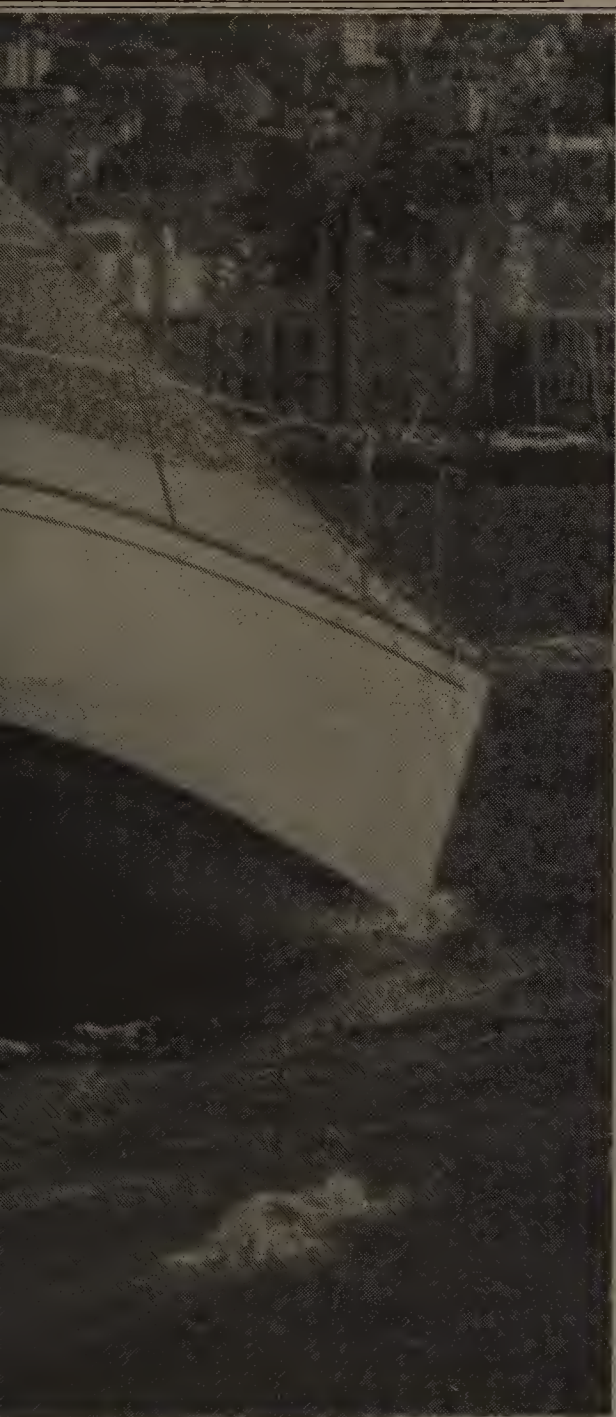
100th

The Captain himself has been gone since 1909 when, at age 65, he set out for South America in *Spray* and was never seen again.

The Slocum Society was founded in 1955 to honor the accomplishment and preserve the memory of its namesake. On the 100th anniversary of Slocum's departure from Boston for his history-making voyage, the Society held a gala reception in East Boston. The location was the *USS Constitution* Museum — as close as anyone could figure to the exact spot from which Slocum departed on his voyage around the world. The date was an exact match, April 24. The Governor of Massachusetts officially declared it Joshua Slocum Day.

Among the 103 guests present were a

continued middle of next sightings page



LATITUDE/IR

after the fall — cont'd

The following is distilled from a presentation put together by Richard Leeds, a San Francisco dentist (and occasional *Latitude* contributor) who has sailed for 40 years. Like many sailors, he was hit hard by what happened to Larry Klein back in September. But he went beyond proselytizing in 'letters to the editor.' He did some research, made presentations to yacht clubs and lobbied such groups as YRA to implement lifejacket rules at all their events.

The jury's still out on the lifejacket requirements, but considering the loss of another sailor during last month's Vallejo Race, Leeds' findings have never been more relevant. Here's a quick look at the the real killer of people who fall off boats: hypothermia.

- Hypothermia represents the greatest threat to life for anyone who falls in our local waters, which even in the summer rarely rise above the mid-50° mark. When the 'cause of death' is listed as drowning, the drowning is most likely due to hypothermia — the victims become so cold that their muscles stop working and they can't keep themselves afloat.

- Hypothermia is a considered a 'multiple trauma'. It affects every organ and system. For example:

Breathing — Sudden immersion in cold water induces a reflex gasp, followed by two to three minutes of hyperventilation. In addition to a person possibly aspirating lots of water, this causes changes in blood chemistry that can cause confusion and tetany (muscle cramping or lockup).

Heart — Increased systolic blood pressure causes increased risk of heart failure or arrhythmias in some people. It also makes CPR much riskier because of the increased likelihood of inducing fibrillation.

Muscles — Almost immediately upon immersion, a process called 'peripheral vasodilation' starts shutting off blood to the extremities so that the body can better maintain its core temperature. This leads to rapid heat loss and rapid decline in strength and coordination. When the body temperature reaches 94°, there is a further significant loss of dexterity and useful function.

Central Nervous System — If you're in the water long enough to experience a 3° to 5° loss in body temperature, you're in deep trouble. Progressive depression of mental status starts at 92°; loss of consciousness occurs at 86°.

Kidneys — Increased renal output (up to 350%) leads to loss of fluids.

Mental — The intense discomfort of all this can induce a downward spiral of fear, alarm, panic and loss of the will to live. Mild to moderate hypothermia will also induce such behavioral changes as impaired judgment, hallucinations, disorganized mental activity and irrational behavior (such as removing flotation or swimming away from the rescue boat).

- In our local waters, all the above happens fairly quickly — water is 100 times more efficient at drawing heat out of the body than air. While there will always be some individual variation, rescuers should anticipate no more than *five minutes* of strength and coordination before a person in the water becomes so cold that swimming — or even helping with their own rescue — becomes difficult if not impossible. They literally won't be able to grab a thrown rope or the side of a boat right next to them.

That's such an important concept, we're going to run it by you one more time: *Rescuers should assume victims will not be able to help themselves!*

Wearing a lifejacket will not stop hypothermia. But it will allow the wearer to possibly survive long enough to be rescued — and certainly long past the time when they can't help themselves anymore.

Not wearing one can accelerate the hypothermia process significantly, such as if you have to struggle in the water to get your seaboots off.

If you ever do find yourself taking a header off a boat, lifejacket or not, there are steps you can take to conserve your strength, warmth and energy until rescue. The most critical factors are to remain still (thrashing around getting those damn seaboots off increases heat loss by 35 to 50%) and to keep your head out of the water. Not only is it easier to breathe that way, but immersing your head increases heat loss by more than 80%!

Leeds found that 'acclimatizing' yourself to cold water has not been proven a significant advantage. However, you *will* last longer if you are wearing wetsuits, drysuits or survival suits — or if you have a lot of body fat! The admittedly oblique message here is that if you won't wear a lifejacket, forget

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SIGHTINGS

after the fall — cont'd

Jenny Craig — sail fat!

One more thing. You know how they say to warm a hypothermia victim slowly? It's true, and there's a good reason for it. If you warm them quickly, the blood vessels in the extremities dilate and all that cooled blood goes into the already too-cool core, aggravating the situation even more.

There are of course tons of variables to all this — sea state, age and general health of the individual, alcohol consumption, type of clothing (if you go in, the tighter the better; 'layering' doesn't work when you're in the water) and so on, but you get the general message. As Leeds puts it, "Wear a lifejacket — it won't kill you."

go figure

It was way back in September that the 85-ft brigantine *Tuolomne* ducked into Cojo and anchored. Like many boats headed north along the California coast, *Tuolomne* had taken a pounding by gale-force winds and heavy swells

continued outside column of next sightings page

capt. josh

handful of Slocum's descendants, including great-granddaughter Carol Jimerson, who wears as a wedding ring the same gold band Slocum gave to her great-grandmother, Virginia. She also brought along one of the Captain's old journals, and a scrap of sail from one of *Spray*'s blown out mains — sailing's Shroud of Turin — for all too see.

Among a number of presentations was one by Edwin Davis, whose slide show depicted the building of his own *Spray* replica, which was docked at the museum in the shadow of *Old Ironsides*. The highlight of a fascinating day was Davis' re-enactment of Slocum's departure 100 years to the day that the original *Spray* had left. His destinations included Gloucester and Nova Scotia, where

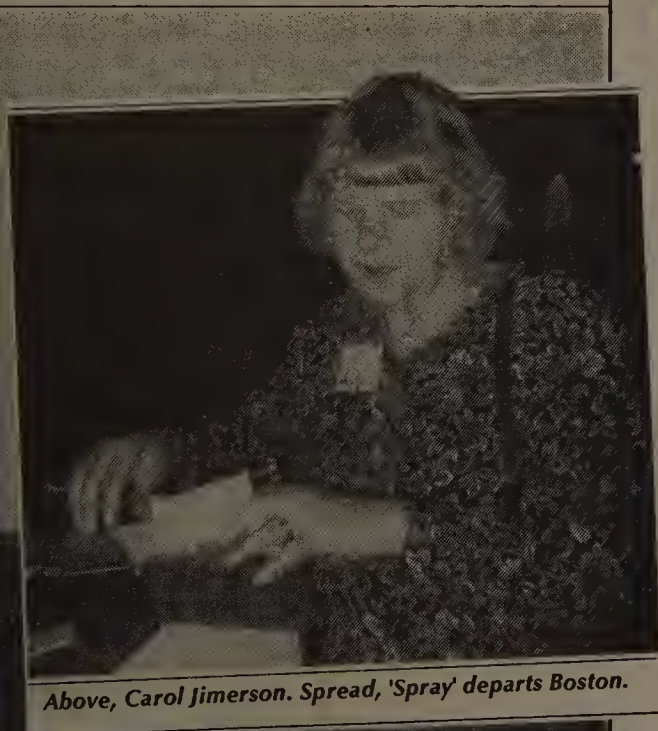


— cont'd

further festivities took place.

— *latitude 38*, with thanks
to carol wells and mike nelson

The Slocum Society is a nonprofit international organization with members in the principle maritime countries of the world. The \$30 per year membership fee entitles members to receive *Spray*, the annual journal of the Society, and a bimonthly newsletter. Slocum members also share a good bit of modern cruising knowledge and camaraderie. For more information, contact Ted Jones, c/o The Joshua Slocum Society, 15 Codfish Hill Rd. Ext., Bethel, CT 06801. The phone is (203) 270-1580; fax (203) 270-1582.



Above, Carol Jimerson. *Spray*, 'Spray' departs Boston.

go figure — cont'd

near Point Conception, and delivery skipper William Price had decided to wait out better weather at the small anchorage below the infamous Point.

It wasn't long after the hook was down that they discovered the damage.



COURTESY HENRY SILKA

The seas had carried away the figurehead and trailboards, sheared off several 5/8-inch stainless steel bolts, and a good bit of water had been entering the boat through the now empty bolt holes.

Repairs were effected in Santa Barbara, and *Tuolomne* once again headed north, toward her intended destination of Bellingham, Washington. Once again, however, she was battered by big seas and headwinds, and the decision was finally made to winter over in Morro Bay. She's been there ever since, appearing perhaps a little naked without the trailboards and figurehead, which were carved by her owner and builder, Don McQuiston.

From the start, the lovely brigantine, a 20-year project built to a 19th century design, drew many admirers down to the docks. Among them was Henry Silka, who struck up a friendship with McQuiston — a friendship that would be strengthened by a million-to-one occurrence months later.

Silka is a marine researcher, you see. And while on a nautical reconnaissance trip for the National Park Service on San Miguel Island last month, Henry was walking down the beach and there, atop a pile of debris, was *Tuolomne*'s figurehead! Little the worse for wear, the stately blonde was returned to her ship on May 16.

Figureheads were once thought to bring good luck and fair winds to their vessels. *Tuolomne*'s crew is no doubt hoping she stays put for just such duty on their renewed voyage to Washington later this summer.

Henry Silka is also corporate secretary of the Central Coast Maritime Museum Association, a nonprofit group that seeks to establish a maritime museum on the central coast. The association is headquartered in Morro Bay.

a-cup on a real budget

It's a pretty common problem: You and a few buddies want to grab a case of brewskies, put on those babe-magnet uniforms and go sail in an America's Cup — but *damn*, no one seems to have a spare \$10 million laying around.

Well, if you're not sick to death of anything having to do with the America's Cup, and if you don't mind getting your hands dirty, there is a way to put together enough of a syndicate to actually show up in Auckland in '99. Here's *Latitude*'s quick guide on how to do it:

First, the boat. Forget building one. Too expensive, plus there are plenty of used ones around right now that can probably be had pennies on the dollar. But the bargain basement boat has to be *Age of Russia*. The San Diego Maritime Museum is currently offering the 73-ft IACC yacht and a bunch of equipment for \$25,000. You read right. That's about what most syndicates were shelling out for a new mainsail this last go-around.

'Course, you're not exactly buying a boat with a proven track record. If you're still reeling from the Kiwi-wrought carnage of America's Cup '95, you

continued outside column of next sightings page

SPREAD AND INSET, MIKE NELSON

SIGHTINGS

a-cup on a budget — cont'd

may not remember that in 1992, the Russians spent a half million dollars just getting *Age of Russia* to San Diego. But then the country fell apart, the syndicate fell apart and the bright red IACC yacht never even got in the water. In fact, *Age of Russia* has never been in the water. They traded off the boat for unpaid bills and went home, and *Age of Russia* has been a sort of 18-ton billboard in front of the San Diego Maritime Museum ever since.

For the 25 Gs, you get the boat, a winged keel, barrels of hardware and the construction plans. The latter are all in Russian, but at these prices, hire an interpreter. An added bonus for you history nuts — the boat was built in the same missile factory that produced *Sputnik*.

The price does not include a mast, rigging or sails, none of which the boat

continued outside column of next sightings page

mudlock broken —

There was just cause for celebration over at the Port of Oakland last month. On May 12, dredging for the Port's 42-foot project began — 23 years after it was first proposed. The deepening of the Oakland Estuary to accommodate the new deep-draft container ships carries with it the prospect of more jobs and increased prosperity for the entire Bay Area.

But the fundamental problem that caused those two decades of 'mudlock' remains: what to do with the dredged spoils. Severe

'Age of Russia' — discount bargain bin sailing.



restrictions on in-Bay disposal, imposed by the Corps of Engineers in 1989, have necessitated more creative — and often expensive — alternatives. Plans for disposal of the 5.5 million cubic yards of material dredged from the Estuary by the end of next year foreshadow the future of such projects:

- continued

ever had installed. (That thing in the photo is just a fake stump.) But where better than San Diego right now to shop the various syndicate garage sales for those items? Ditto with uniforms. Even if you have to settle for some slightly used duds from the also-rans, hey, a few strategic new logo patches and crew names and it's fight-off-the-babes time. It's truly one-stop, once-in-a-lifetime shopping down San Diego way.

Your chances of winning with such a Joe-Bob Briggs effort in '98/'99 are of course nil. But you will have the satisfaction of participating in a real America's Cup, partying down for four months with the elite of sailing, and beating the crap out of any syndicates from Sweden, Spain or Syd Fischer. It'll be something to tell the grandkids about.

move over of
— the cup goes back to court

In a dramatic turn of developments just hours before this issue went to press, *Team Dennis Conner* and the San Diego Yacht Club brought suit against *Team New Zealand*. The charge: improprieties in the recently completed America's Cup XXIX that would effectively have made *Team New Zealand* ineligible to race. The bottom line: The America's Cup should be returned to San Diego at once!

Among accusations in the unprecedented suit:

- *Black Magic I* was an illegal boat. It only 'passed' measurement by the IACC committee because carefully planted spies on the committee fudged the numbers. To insure an unbiased opinion, the boat should be remeasured and cored if necessary by representatives of the San Diego YC, with no representatives of *Team New Zealand* present.
- Co-designer Doug Peterson lives in San Diego and is therefore ineligible to be part of the design team.
- Much of the clothing for *Team New Zealand* was made from American-grown cotton. Exotic fabrics used in the sails were likewise of American manufacture. And where do you think the red dye came from for those lucky socks of Blake's? Right again, the good ol' USA.
- Peter Blake, having been at sea more than two months last year during his record-breaking, 'round-the-world dash on *ENZA*, no longer qualifies as a resident of New Zealand. He is, in fact, a man without a country.
- New Zealand is really part of the British Empire and therefore signed up illegally in the first place.

A concurrent suit is being brought against the PACT 95 syndicate for allegedly sabotaging *Young America*, the boat that *Team Dennis Conner* sailed in the America's Cup. "Their boat was illegal and ours was sabotaged," said one team member who asked to remain anonymous. "How else do you explain the fact that we didn't win a single race?"

The only thing we can add to the above is that it's entirely the product of our own warped sense of humor. No truth to any of it. So how come you weren't laughing until now?

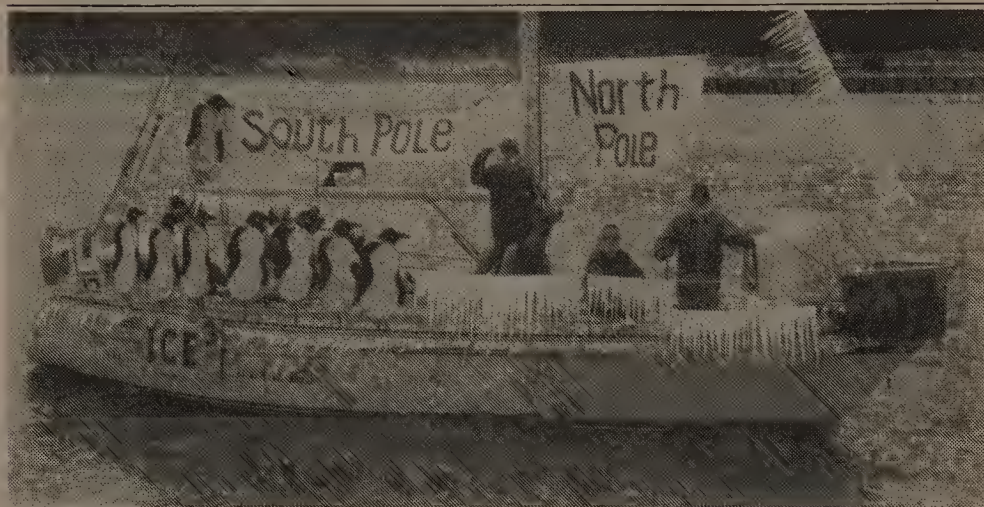
Opening Day on April 30 was its usual frolicking, rollicking self with the blessing of the fleet, boat parade, spraying fireboats, general mayhem and lots of fun.

Your reporter accepted the gracious invitation to spend Opening Day

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SIGHTINGS

aboard Jim Gabbert's lovely 85-ft Stephens motoryacht *Defiance*, along with a bunch of other guests and crew including the 11-piece Sy Kloppe Blues Band. *Defiance* led the boat parade, and Sy Kloppe (who jammed on the



LATITUDE/CHRIS

upper deck) got people dancing from the Cityfront to Jack London Square to Sausalito YC. The parade also featured two San Francisco fireboats, the Oakland fireboat, the scow schooner *Alma*, the salty square rigger *Hawaiian Chieftain*, several classic wooden motoryachts and a number of boats decorated to this year's theme: 'Ports O' Call.'

Entries were graded by a panel of judges aboard the committee boat, FDR's restored yacht *Potomac*. Winner of the sailboat division was Glen Kawiec of Island YC, whose Tartan Ten *Wave Runner* became *Ice³* ('ice cubed') for the day, decorated to a motif best described as 'early Arctic'. As usual, the Corinthian YC hosted the Blessing of the Fleet, which took place in Raccoon Straits from the Coast Guard ship *Monroe*.

Other blessings were given that day — in the form of last rites. Guests arriving at *Defiance*'s dock in Sausalito early in the morning were shocked to discover the body of a man floating between the boat and dock.

One of Gabbert's crew called 911 and the Sausalito Police came and retrieved the man. He was later identified as 63-year-old Raymond Aune, whom several witnesses described a local liveaboard. Apparently, Aune fell off the dock in the middle of the night and couldn't get back out of the water.

— christine weaver

the revillagigedo question

Perhaps one of the most difficult concepts for cruisers to grasp — particularly hardened American cruisers — is that there are certain places in Mexico that they *cannot* go. One such place is the Revillagigedo Group, three small islands located approximately 300 miles southwest of Cabo San Lucas. By a presidential order, effective 1992, no one is allowed to come within a quarter mile of shore, landing is strictly prohibited and permits to even visit the area all but impossible to get.

One can, however, make a valid comparison between the Revillagigedos and our own Channel Islands, which require advance permission and landing permits from any number of organizations. The only real difference is that at the former, at the moment, you cannot land.

If the name sounds vaguely familiar, yes, the Revillagigedos are the same group of islands that have enjoyed prominent mention in a number of boating and fishing publications, including the one you're holding in your hands. They are one of the last true 'secret spots' — a secluded, unspoiled ecosystem teeming with life.

I first became aware of the restrictions regarding the Revillagigedos in the fall of 1993, when our company, Holiday Charters, was hired by a company which was putting together a diving film of the Californias. The charterer and an expert underwater film team hoped to spend at least a week documenting

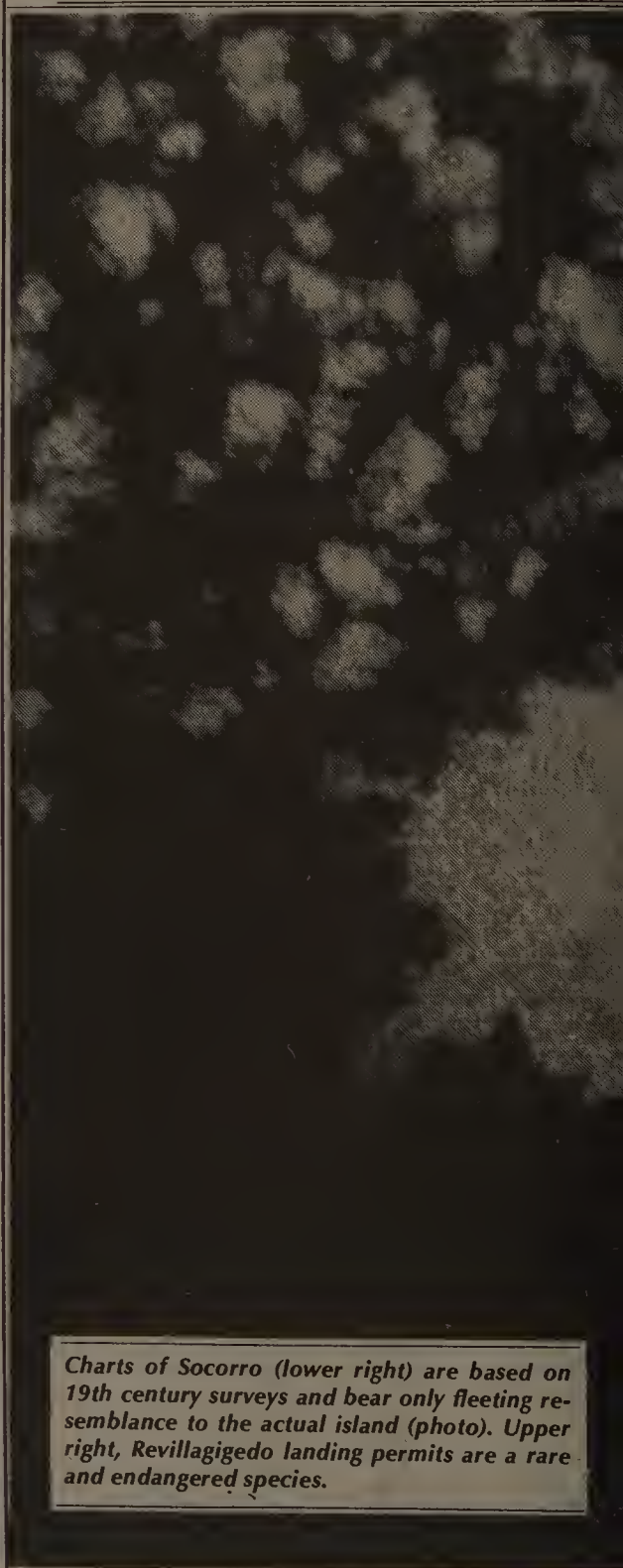
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mudlock

dards, will be disposed of in an ocean site 55 miles west of the Golden Gate.

- About 2 million cubic yards of equally 'clean' mud will be deposited at the Sonoma Bay Wetlands Project, a historic wetlands reclamation project that received national attention because of this pioneering use of dredged material for environmentally beneficial purposes.

- The last million or so cubic yards, which cannot be disposed of in open water, will be treated on the Galbraith Golf Course — a facility owned by the Port of Oakland — and



Charts of Socorro (lower right) are based on 19th century surveys and bear only fleeting resemblance to the actual island (photo). Upper right, Revillagigedo landing permits are a rare and endangered species.

The Bay Dredging Action Coalition — to which most of the credit goes for getting the project started — notes that if the Bay Area had retained its market share of the booming container trade over the last 10 years, there would be about 4,500 more people working right now, with "literally tens of thousands" of indirect beneficiaries. Instead, the Bay's share of the container trade fell from 25.5% to its present 16.7%.

question — cont'd

Having spent my formative years growing up in Mexico City, I had enough contacts that I was able to secure the proper fishing licenses, boat permits and other paperwork necessary to visit the islands. Or at least I was assured over the phone that I was cleared to visit.

We arrived at San Benedicto at dawn on November 15. We spent two days there, running into a fishing boat we knew and discussing with them the proper procedure for clearing into the islands, which we would be doing at Braithwaite Bay, on the Southern tip of Socorro. We were told, among other things, that the Mexican Naval base at Braithwaite was short of boats. So usually a visiting boat had to send its own dinghy in to ferry the inspection team out and back.

continued



ARMADA DE MEXICO.
JEFATURA ESTADO MAYOR.
SECCION TERCERA.
MESA: TRAMITE.
OFICIO NUMERO: 778/93.
EXPEDIENTE: - VI.

ASUNTO:- Se comunica autorización para -
que Yate "ARGOSY VENTURE" efectúe visita archipiélago indica.
México, D.F., a 7 de Noviembre de 1993.

AL C. WILLIAM C. BELMONT.
PRESIDENTE DE LA COMPAÑIA
HOLIDAY CHARTERS INC.
BRISBANE, CAL., USA.
TEL:- 415-952-4160.

ESTA ESCRITURA DE ESTADO MAYOR, con relación a su atento es-
crito sin número del 22 de Octubre próximo pasado, tiene el agrado
de poner a Usted que ya se giraron los autos, tiene el agrado
dientes para que se faye ARGOSY VENTURE de la compañía CORRESPON-
TER-MARINO, visite el archipiélago de Revilla Gigedo, del 8 al 12
de actual, incluyendo Isla Socorro y San Benedicto, con el obje-
to de limpiar y bucar en sus aguas las siguientes "CACHALOTES"
de Puerto Bratthalwa.

--Excluyendo el área marítima comprendida dentro de las situa-
ciones en los siguientes puntos: I.- Lat: 18-50N; Long: 111-07W, --
II.- Lat: 18-50N; Long: 111-01.7W, --
IV.- Lat: 18-45N; Long: 111-07W, III.- Lat: 18-45N; Long: 111-01.6W,
volcánica submarina; asimismo queda prohibido obtener especies --
endémicas, en especial, el pez "ÁNGEL DE CLARON".

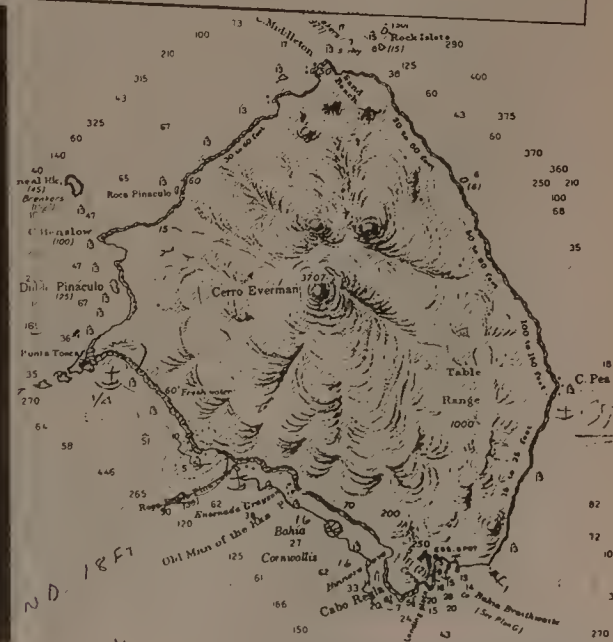
Aprovecho la oportunidad para reiterarle las seguridades de mi más atenta y distinguida consideración.

SUPRAGIO EFECTIVO. NO REELECCION.
EL VICEALMIRANTE CG. DEM.
JEFE DE ESTADO MAYOR.
ALEJANDRO MALDONADO MENDOZA.
(M- 25268)

SECRETARIA DE MARINA
MEXICO
ESTADO MAYOR.
C. I. ...

COPIA-
AL C. Vicealm. CG. DEM. Comdte. de la Décima Cuarta Zona Naval, para su conocimiento y efectos.- Atte.- Manzanillo, Col.

AMM/HIPC/JML/ACU...



question — cont'd

A day later found us standing on the concrete quay in Braithwaite Bay with two armed Marines, talking to the Naval base on a handheld VHF radio.

The radio officer on duty wanted to know "why we were there." I mentioned our transit permit (the voyage document that boats are required to have to cruise in Mexican waters), but he insisted we were beyond our transit limits. I then brought up the special permit application — the one I had been repeatedly assured by phone had cleared. Now we would see.

Ten minutes later, he called back and informed us that yes, the permit had come through. But we were late, and it had expired. Fortunately, we were able to negotiate a 48-hour extension and were told to wait for the boarding party.

The boarding party consisted of four marines, a veteran warrant officer and a very young, very green lieutenant. We had already been told what to expect, so all the crew and passengers had their papers at the ready, as were all the boat's papers and copies which we provided to the inspection team. As is the custom, we also provided some snacks and (non-alcoholic) refreshment, which were gladly accepted.

After the usual formalities, which included counting tanks, fishing rods and spear guns, they inspected the boat. As we had been advised, they were most interested in the freezer and refrigerators. It is illegal to have more than five fish per rod, or any live fish, shellfish or turtles taken in Mexican waters.

After we took them back ashore, I chatted with the officers in the hopes of shedding some light on the reasons for the security zone. They were typically vague, but did mention that some significant volcanic activity had taken place about 50 miles west of Socorro a few years before.

After our inspection, we heard the Navy do a roll call of all the vessels holding permits valid for November of '93. One responded. Yet on our way back to Cabo, we passed at least three boats anchored off San Benedicto, none of which responded to calls on channel 16.

Repeated inquiries in the months since have yielded little further information about the Revillagigedo restrictions. But with what I could gather and a little interpolation, it wasn't hard to come up with plenty of reasons the place should be restricted. . .

- The volcanic issue is a valid one. There is apparently quite a bit of underwater volcanic activity in the area, some of which features large rocks boiling to the surface and exploding. The islands themselves were the result of volcanic activity and an eruption on San Benedicto in 1952 effectively doubled the size of the island.

- The Mexican government had become extremely sensitive regarding Chinese nationals trying to land on the offshore islands. Before leaving Cedros for the Revillagigedos, we were boarded by a Navy launch carrying armed marines who just wanted make sure we weren't engaged in any kind of human smuggling endeavor.

- There are certainly fishing excesses taking place, such as those detailed in a *Latitude* article last November entitled *Manta Madness In Mexico*. One can only imagine how many go unreported. While in San Diego, we were told of a Chinese 'mother' ship caught at Socorro with 2,000 pounds of shark fin on board. Given the unique nature of the islands' ecology, this would account for a huge portion of the area shark population.

When we were anchored off San Benedicto (which is relatively inaccessible by the Navy garrison under normal circumstances), a number of sportfishing party boats routinely conversed on VHF, giving each other tips on where and how to collect bait fish: after midnight, no lights, use nets — a flagrant violation of the Pesca guidelines. Most of these boats had fishing permits.

- One reason for the restrictions may simply be the present inability of the Mexican Navy to properly police the area. The Navy garrison on Socorro has exactly two whaleboats with which they're supposed to patrol many miles of rugged coastline. NAFTA may eventually force Mexico to bring its coastal forces up to US and Canadian levels — at least in terms of fisheries, support and search and rescue. But it isn't going to happen soon.

In fact, when you add in the recent political and financial crises that have swept through the country, clear answers about the Revillagigedos are not likely to be forthcoming any time in the near future. Until they are, I strongly urge all sailors to respect the wishes of the Mexican government — as well as the delicate ecosystem of the islands — and give the Revillagigedos a wide berth.

— bill belmont

pedal

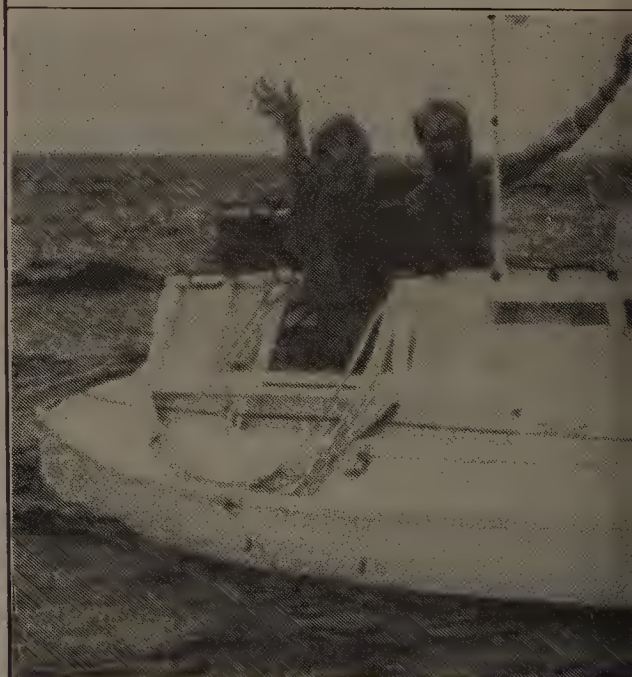
'Extreme sports' — that is, those that involve putting your life at risk to get the rush — have been getting a lot of press lately. Mark Foo, the Hawaiian surfer who augured in at Maverick's (near Half Moon Bay) last December, was one such 'extreme' athlete. In the excellent May *Outside* article about his life and death, he summed up his philosophy thusly: "If you want to ride the ultimate wave, you have to be able to pay the ultimate price."

There are types of sailing that could certainly be considered 'extreme sports', at least compared to the weekend warrior stuff most of us do. The Whitbread and BOC races come to mind, as does speed sailing. Around-the-World dashes by huge multihulls dodging icebergs at orifice-puckering speeds would certainly qualify.

The watery environment also breeds a seemingly inordinate amount of 'extremely weird' stunts. A few that come to mind are the Frenchman who 'swam' the Atlantic (he really drifted most of the way), the boater who 'sailed' it using a kite for power, and the English rower who as we speak has set out from Russia in his second attempt to row across the Pacific.

Perhaps the most outlandish stunt of them all is the ongoing attempt by two young Brits to complete the first human-powered round-the-world expedition — a notion so crazed and ridiculous that we loved it immediately.

'Pedal for the Planet' is the brainchild of Jason Lewis and Steve Smith, who began



No Schwinn this penguin — Jason Lewis and Steve Smith on the 'Moksha', the pedal boat.

their quest last July 12 from the Greenwich Observatory in London (zero degrees longitude). They bicycled to the coast, then climbed aboard their 26-foot cycle-boat to

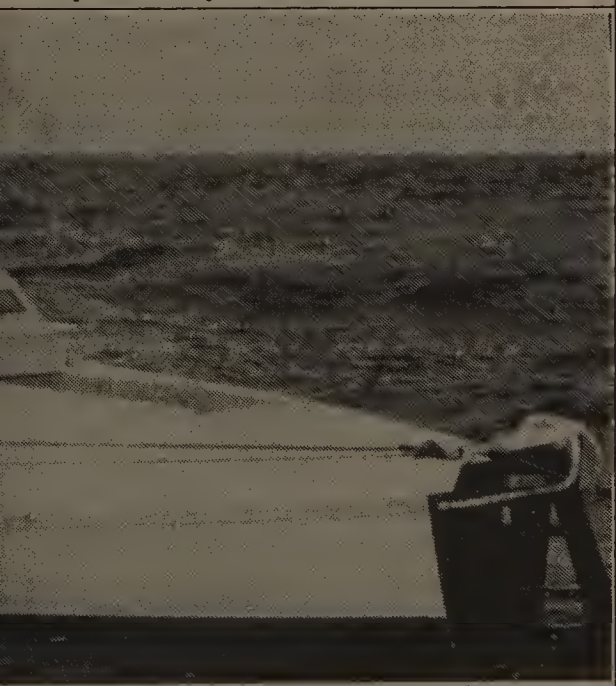
power

cross the English Channel. From there, they mountain-biked to Lagos, Portugal, where they again boarded *Moksha*, their pedal-boat, for a slow trip across the Atlantic.

The duo arrived in Fort Lauderdale on February 17 after 111 days, thus becoming the first people — not surprisingly — to ever cycle across the Atlantic. Their home for those 3½ months was a self-righting wooden craft which they took turns pedalling at two to three knots while the 'off watch' slept in the one bunk. *Moksha* features a sliding cabin hood, a water maker, a propane stove, a GPS and an electronic tracking system. The peddlers carried 400 pounds of dehydrated Army food, and augmented their diet by occasionally catching fish.

Their crossing was tedious and largely uneventful, except when they rolled once in heavy weather and Steve was thrown overboard. The worst part was (and is) the constant wear and tear on the old knees. Lewis and Smith listened to music on Walkmans, read books and generally had lots of time for contemplation during the voyage. "It was an excellent way to sort out a lot of things about my life," said Lewis. "I wasn't at all bored."

The duo is presently recuperating and trying to raise funds for the next step of their expedition — roller-blading and pedalling to San Francisco with the goal of arriving in October. Then, in March of 1996, they'll launch *Moksha* again and attempt to pedal it across the Pacific to China, a truly ambitious trip which they estimate will take 15 months.



From there, it's a quick bike ride across China, the Himalayas, Asia and Europe back to their starting point — a 29,000-mile human-powered circumnavigation of the globe!

If they hadn't already done the Atlantic

continued middle of next sightings page

COURTESY JASON AND STEVE

coast guard — in front of the camera and behind the scenes

When Coast Guard pilot Alda Siebrands diverted her helicopter from a pollution patrol over the Strait of Juan de Fuca, she expected trouble. A capsized boat had dumped two men into a surfline below steep cliffs. Water temperature, 45 degrees. Current, 5 knots. And the helicopter was not carrying a rescue swimmer — the guy who rides down in the basket and helps victims into it — that would be part of a Search and Rescue mission.

As Pilot in Command, Siebrands decided it would take too long to return to base for a rescue swimmer. Those 15 minutes would be crucial. Instead, she flew straight for the scene.

One man was winched up in the rescue basket, "but he was out of it," Siebrands said. "Very hypothermic, and that gave me a gauge on the second man. Then I looked down, and a wave hit him, and I saw that he had gone unconscious." At that point, Siebrands threw regulations out the window — and herself out the door. She took off her helmet, told her copilot, "I'm outta here," and jumped.

Lt. Commander Siebrands was one of four Coast Guard personnel honored recently in San Francisco in the presence of the Commandant and Vice Commandant of the Coast Guard, who flew out from Washington, and admirals who came in from all 74 million square miles of the Coast Guard's Pacific Area Command. The occasion was an annual meeting of the Coast Guard Foundation, a citizens' group dedicated to the betterment of the Coast Guard and, perhaps, to reducing some of the 'them vs. us' thinking that can sneak between sailors and the service. And that's the other side of our story.

Most of the freshmen who enter the Coast Guard Academy at New London, Connecticut, come without a boating background. They're the survivors of a seven-to-one applicant-to-acceptance ratio (no Congressional appointments here), so there's plenty of talent on tap. But sailors they're not — for the most part, anyway — and they might stay that way under current levels of government funding, soon to be reduced even farther. Except for the tallship *Eagle*, Washington does not supply money for a sailing program at the Coast Guard Academy.

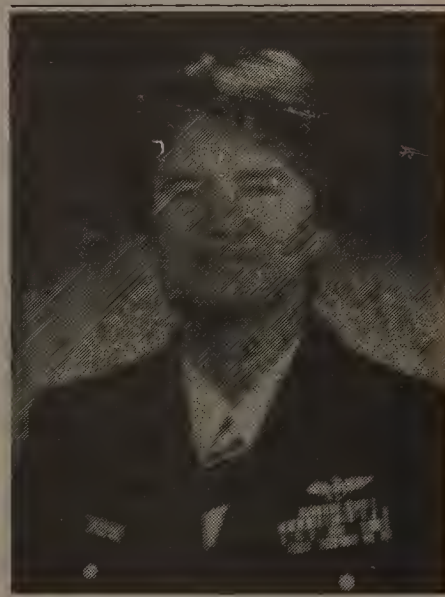
However, the Academy has a large, new sailing facility and a first-rate sailing program underway because private citizens acting through the Coast Guard Foundation built it and fund it. They believe that sail training is valuable training for any Coast Guard service — and they believe it's good for us if the next generation of officers has had a chance to experience our sport.

"But there's also a lot more to it," said Bay sailor Kevin O'Connell, a director of the Foundation. "The Navy has drills, but when the Coast Guard goes out, it's real. They're up and running every day, and they have a saying: 'You have to go out, but you don't have to come back.' And it's not just sailors and boaters who benefit; the work we do helps everyone — remember who was pulling flood victims out of the Russian River last winter?"

"Foundation programs also go beyond just the high-visibility stuff like Academy sailing or funding professorships. This year we put a computer into an isolation outpost in Alaska where a handful of people are serving a one-year tour. Now they're hooked up and taking college courses on that computer. Coast Guard people don't get rich putting their lives on the line. We do things that make their lives better."

Lt. Commander Siebrands is one of the few women who fly Search and Rescue helicopters, and one of even fewer who have been honored for heroism on the job. We now rejoin her in mid-air. . .

Then-Lieutenant Siebrands hit the surf and the cold water and swam for the basket. "I'm a swimmer," she said, "but not the kind of swimmer that could haul someone through a surfline to the basket. The current was really strong."



Lt. Commander Alda Siebrands.

continued outside column of next sightings page

coast guard — cont'd

She got the basket to the victim and hauled him across it, a procedure that sounds easy but isn't. Together, they didn't fit through the helicopter door, so both took a dangling, fresh-air ride to the nearest sandbar where Siebrands and another crewmember started CPR. Later, they delivered the victim to a trauma center — in critical condition, but alive.

Then they went home, and the next day, they went back to work.

— kimball livingston

brave new world — and the race around it

When the 40-ft catamaran *Tainui* was wrecked in a collision with a whale during the '88 Windjammers Race, owner Peter Hogg already had a new boat — what would become the 40-ft trimaran *Aotea* — on Jim Antrim's drawing board. When *Aotea* flipped and disappeared in last April's Doublehanded Farallones Race, there was also a new design on Antrim's board. "Things must happen for a reason," mused Hogg. "Maybe this was divine intervention to get on with the next project!"

Please sit down before you read any futher.

One of designer Jim Antrim's concepts of a turn-of-the-century racer is this 120-ft trimaran. Those little ant-like things on the deck are people. The moth-size drawing at upper right is the relative size of Peter Hogg's 40-ft 'Aotea'.

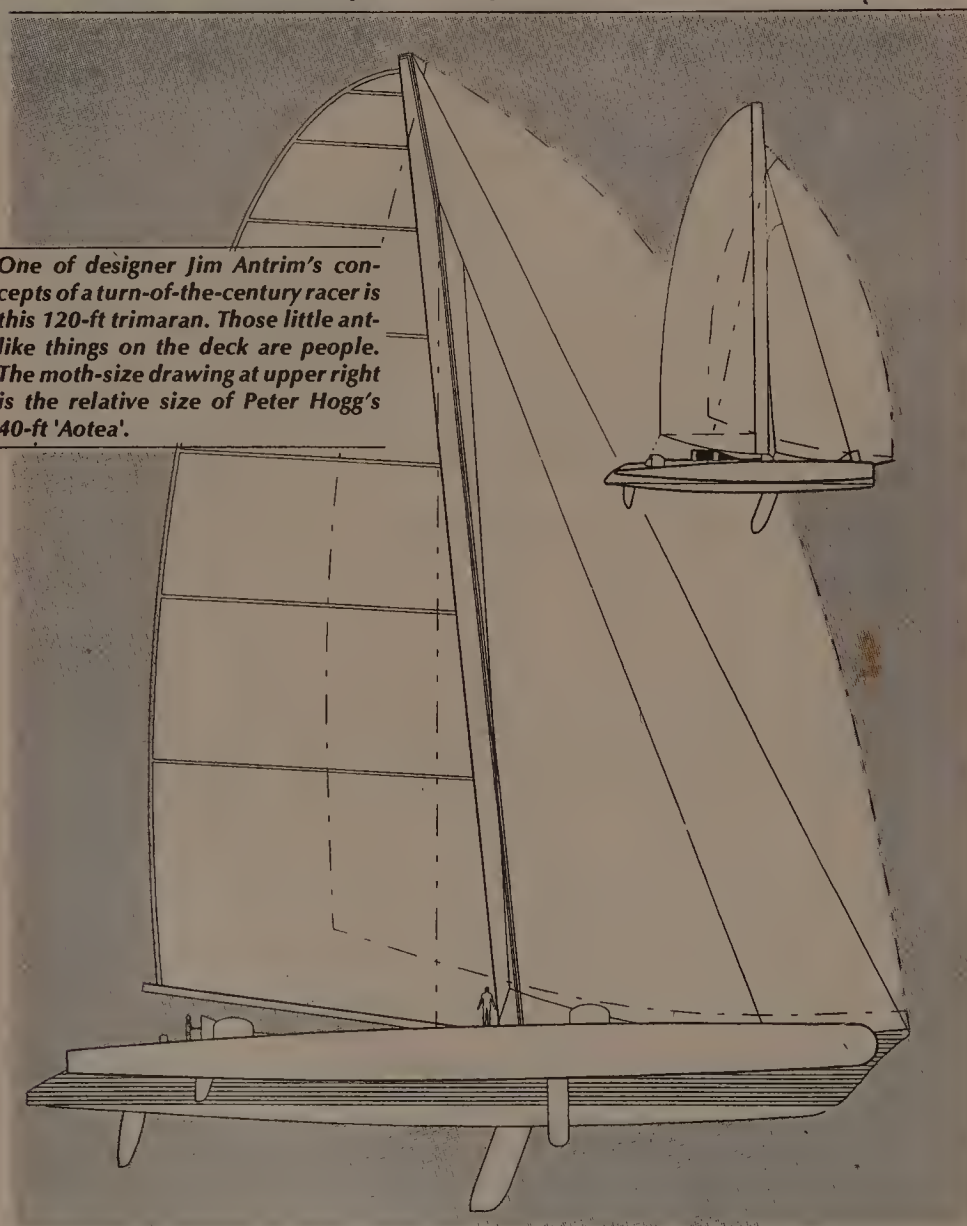


ILLUSTRATION COURTESY JIM ANTRIM

The 'next project' on Hogg's agenda is a boat that — at this writing — is unprecedented in the world. That said, it is far from a done deal. Never one to think on a small scale, the Kiwi adventurer recently announced his entry in

continued outside column of next sightings page

pedal power

crossing, it would be easy to dismiss these two guys as 'extreme' wingnuts. But based on our quick phone conversation last month, Lewis seems like a nice guy with a little free time on his hands and a dream of doing something no one else ever has. "Whatever

No reading in this space

cruiser sanctuary

As of June 1, there will be two big changes with regard to anchoring regulations within San Diego Bay. Visiting cruisers will be the big winners, local anchor-outs will be the big losers.

On that first day in June, the San Diego Harbor Police will begin enforcing a law — passed one year ago — that prohibits almost all unrestricted anchoring in San Diego Bay. Many of the boats that will be affected are unregistered derelicts that have been abandoned off the Shelter Island Roadstead. Others, however, are reasonably navigable vessels that will just be forced to go elsewhere.

After June 1, the only long term option in San Diego Bay for local anchor-outs will be anchorage area A-8, which is south of the Coronado Bridge between National City and the Strand. Boats will be allowed to anchor out there for free as long as they want. This is no paradise, however, as it's a long row to shore and even further from any services.

Some of the owners of anchor-outs, particularly those who live aboard, have vowed to challenge the law in court. Having already lost once, their prospects don't look so bright.

On a more positive side, on that very same day a 'Cruiser's Anchorage' will be opened up in front of the Coast Guard station on Harbor Island, which is adjacent to the Laurel Street anchorage. Local cruisers will be able to use the anchorage for 72 hours, while legitimate out-of-town cruisers will be able to anchor there for 90 days.

All boats in the anchorage must first obtain a permit from the Harbor Police office. Permits will either be free or very low cost. The anchorage should hold 40 or more boats, depending on size and how close they anchor to one another. Although the details are still being worked out, it's believed that mariners themselves will have to be self-policing in this respect. It's also probable that permit-holders in the Cruisers Anchorage will be able to use the dinghy dock and restrooms at the Laurel Street Anchorage.

The individual most responsible for the idea of a Cruiser's Anchorage is Chris Frost,

— cont'd

you want to do in life, do it now while you still can," he said. Lewis promised to look us up when he literally rolls into town this fall. We'll have more on the 'planet peddlers' then.

Office use only

in san diego?

the well-known and well-liked owner of Downwind Marine, although he certainly didn't do it alone. Once he convinced the San Diego Port District that such an anchorage was a good idea, they instructed their staff — meaning Harbor Police Chief Marty Hight — to come up with proposals for a facility. Frost compliments Hight for the job he did. "Marty was really fair about bringing in members of the entire community, including representatives of cruisers, marina owners, anchor outs and liveaboards. Not everybody got everything they wanted, of course, but nobody was excluded.

Speaking of Chief Hight, Frost is convinced he sincerely wants to improve relations between the Harbor Police and cruisers — and there seems to be some evidence to support it. Chief Hight has offered to put a Harbor Police complaint box in Frost's Downwind Marine, and Frost has accepted. When complaints are received, Hight and Frost informally go over them to see what if anything can be done. Readers of *Latitude* know we've been relentless in our criticism of Chief Hight and the Harbor Police in the last four or five months, so we'd like to take this opportunity to compliment him on what we believe sounds like an excellent start toward much-improved relations with cruisers.

With the upcoming cruising season not far away, Frost advises everyone who has a serious beef with the Harbor Police to carefully record the name of the officer involved, the number of the boat, if any, and the time and date. When all this information is included in a formal complaint, it must be heard by two lieutenants and reviewed by Chief Hight himself. "Handling such complaints is such a pain," says Frost, "which means people tend to get results."

Here's to hoping that this will be the start of a great relationship between the Harbor Police and cruisers — and the establishment of additional cruiser anchorages in San Diego. For if the Harbor Police treat cruisers like they themselves would like to be treated, the 40-boat anchorage opening up June 1 won't nearly be enough.

brave new world — cont'd

what is simply called The Race, a no-holds-barred, nonstop race around the world which begins from France on New Year's Eve, 1999. Organized by Bruno Peyron (of *Commodore Explorer* fame), The Race is open to the 10 fastest boats in the world — which effectively means mega-multihulls. The 92-ft ENZA and 86-ft *Commodore Explorer*, if they go at all, will probably be at the small end of the fleet.

Exactly what kind of boat Hogg's newly formed 'TTFN Syndicate' will build is as closely guarded a secret as what the letters 'TTFN' stand for. "I can tell you our design team is looking into the concept of a foil-assisted tri or cat, probably in the 100 to 120 foot range," explained Peter. "It's too early to finalize anything, as the rules won't be set until at least this September. There may be 'box limits' we have to conform to, and possibly restrictions concerning materials, engines and so on. The organizers seem to be backing off a little from the original 'no rules' concept."

There are currently about 25 interested parties in The Race, including familiar names such as Grant Dalton, Olivier de Kersauson, Loic Peyron, Laurent Bourgnon, Chris Dickson, Peter Blake, Florence Arthaud, Titouan Lamazou, Isabelle Autissier, Steve Fossett and Cam Lewis. In order to qualify as one of the 10, the boat must participate in the New York to The Lizard TransAtlantic sprint or the San Francisco to Japan run — or be the current holder of the Jules Verne Trophy. "If more than 10 good boats really wanted to go, I think they'll have to open it up," said Hogg. "It would be impossible to get the \$10-12 million of sponsorship money necessary to build one of these boats if there was even a remote chance that it wouldn't qualify."

The TTFN Syndicate — which presently includes six designers, one sailmaker and one world-class navigator — is simultaneously investigating design options and beginning the search for sponsorship money. Picking a crew will come later, and Hogg is realistic enough to realize that, like Peter Blake in the America's Cup, he may be relegated to the role of 'team captain' instead of 'skipper'. It doesn't dim his enthusiasm a bit.

"I'm really excited about doing this! I'm convinced that we have the technology and resources in this country to build the winning entry for this race," said Hogg. "And the exposure we would get would be worth hundreds of millions of dollars to sponsors."

In addition to his day-to-day chores as president of a Mill Valley software company and his new duties as head honcho of TTFN, Hogg is still spending a ton of energy and time, not to mention money, searching for *Aotea*. The boat has been sighted four times now, with the last sighting in May putting it about 220 miles off San Diego. Peter has now been out on nine airplane rides and a 3½-day boat ride looking, but divine intervention or not, the capsized trimaran remains elusive.

Peter now thinks *Aotea* is heading for the beaches of Mexico, where it is in danger of being carved up into three very high-tech kevlar pangas. Though the gear aboard is completely shot by now, he figures the hulls alone are still worth about \$50,000 — more than enough reason to get the boat back. The reward for assisting Peter retrieve *Aotea* is now up to \$1,000 — call him at (415) 332-5073 (work) or 383-6465 (home) if you can help.

coast watch

Here's a brief rundown on what's been going on in Coast Guard District 11 Search and Rescue from mid-April to mid-May.

April 24 — Group San Francisco launched a 41-footer after a capsized vessel was reported near McNear's Beach. They found the vessel upright, but the owner 'capsized' — passed out in the boat next to an empty bottle of liquor. He was transferred to medical attention ashore.

April 25 — Coast Guard District 11 coordinated with the 4th Mexican Naval Zone to rescue a man and his wife from the sailing vessel *Monamy*, located some 550 miles south of San Diego. The nature of their distress and/or injuries was not clear, but they were taken aboard the Mexican Naval vessel and transported to San Carlos for medical treatment. The boat was towed to Cabo, and upon release from the hospital, the cruisers were reunited with

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coast watch — cont'd

Monamy to resume their cruise.

April 27 — The sailing vessel *Te-Aza-Roa*, reported overdue on a voyage to Hawaii back in February, was found abandoned by a fishing boat 800 miles west of San Diego. The *Bald Eagle* reported the boat was in poor condition, with a torn mainsail and three feet of water in the bilges.

April 30 — On this Sunday, the Liberian-flagged bulk carrier *Senator* struck and sank the fishing vessel *Eleanor* in the south inbound lane to San Francisco Bay. The owner of *Eleanor* (and sole person aboard) set off a 406 EPIRB, but before the Coast Guard arrived, he was plucked from the water by another powerboat, *Frank's Toy*. An investigation of the accident by the Coast Guard's Marine Safety Office is ongoing.

May 2 — When the 31-ft sailboat *Island Wind* crunched onto rocks off Santa Cruz Island, they put out a call to the Coast Guard for assistance. Prior to the Coasties' arrival from Station Channel Islands in Ventura, the three crew of *Island Wind* were able to get her free, but the damage was such that the vessel sank quickly. One person got into a kayak, while the other two were picked up by a good samaritan vessel.

— Group LA/Long Beach was the rescue coordinator for six people aboard the 162-ft supply carrier *American Heritage*, which reported uncontrollable flooding in their engine room. By the time the Coast Guard arrived, the six crew had abandoned ship and were in a liferaft. All were rescued in good condition. The vessel, which was carrying 13,000 gallons of diesel and 1,000 gallons of lube oil, sank in 2,000 feet of water 15 miles off Redondo Beach. At this writing, no major leakage has been reported from the wreck, which the Coast Guard has classified a 'significant marine casualty'. Salvage is pending.

May 5 — Three people had to be rescued off the 27-ft sailboat *Bushwacker*, which was attempting to re-enter Humboldt Bay in heavy weather and growing darkness when it hit the breakwater. A wave washed over the boat, shoving the boat back into deep water but throwing the skipper overboard. His wife and the one female crew were able to get him back aboard after about 15 minutes, and headed the boat out toward sea again. All three were pulled from the water near their boat by a helicopter, whose crew had to perform CPR on the owner's wife after her lifting harness fouled, nearly strangling her. The boat was later recovered little the worse for wear off Fort Bragg, about 100 miles to the south.

May 7 — A woman fell off the Merit 25 *Pink Panther* and drowned. See story elsewhere in *Sightings* for details.

May 13 — It's not uncommon for these search and rescue summaries to be a little different from, say, police reports or eyewitness accounts. But we've rarely come across an incident for which the reports were so wildly different as the death of a man aboard his docked sailboat on this Saturday. About the only things they shared were that he was found inside his 28-ft sailboat (names withheld) hanging by a rope around his neck, and that he was dead.

In the Coast Guard version, the person, age 38, had committed suicide by hanging himself and had wired himself to an electrical device that appeared to be a bomb. The bomb squad determined the device was an electrical plate that was wired to some transformers. The police speculated that the victim used this device to shock himself in case he failed to kill himself by hanging.

The reporter who put together the story for the *San Francisco Examiner* obviously talked to a different spokesman at the Oakland PD.

That report, published in the May 15 edition of the paper, also found our man — now listed as age 48 — hanging from a rope inside his boat. But in this report, police decided the thing attached to the man was an "autoerotic" gadget that the guy had apparently been using when he died. They further speculated that the rope around his neck was apparently being used to heighten sexual stimulation, but had pulled too tight.

We have no idea which story — if either — is closer to the truth.

May 15 — Upon receiving a mayday via cellular phone that a 20-foot powerboat with three people aboard was taking on water off Cabrillo Beach, the Coast Guard launched a massive search. Two helicopters, two Coast Guard cutters, two 41-ft rescue boats, one jet and several Marina del Rey Harbor Patrol and Lifeguard vessels took part in the search. In all, more than \$100,000 worth of resources were utilized in the 15-hour search, which found nothing. The search was called off when the boat owner called from home Tuesday night to say he'd made it in fine the previous day.

cooler heads

The entire city of Sausalito was evacuated and a toxic disposal squad called in after two hapless boat maintenance workers opened the cooler below. Mercifully, they died instantly.

The horrible incident took place in early May in the dry storage area of a local boatyard. The two young folks had been contracted to clean a certain dry-sailed Olson 30 that had been closed up all winter.

"When they opened the boat up and found a foot of rain water, they should have recognized the potential danger," said an official from the coroner's office. "As it was, the poor bastards never had a chance."

The owner of the boat is currently being



didn't prevail

held without bail. Via a brief phone interview, he claimed the cooler had last been used by 'friends' who had borrowed the boat last September. "I don't even drink lite beer!" he sobbed just before the line went dead.

Environmental damage may be far reaching. The BCDC and several 'green' agencies are currently assessing damage to the waterfront near where the boat was stored. Preliminary evidence indicates the cloud of noxious fumes released from the cooler may have triggered irreversible damage to the spotted darter snail population — and opened up another huge hole in the ozone. Said one official, "This incident makes Three

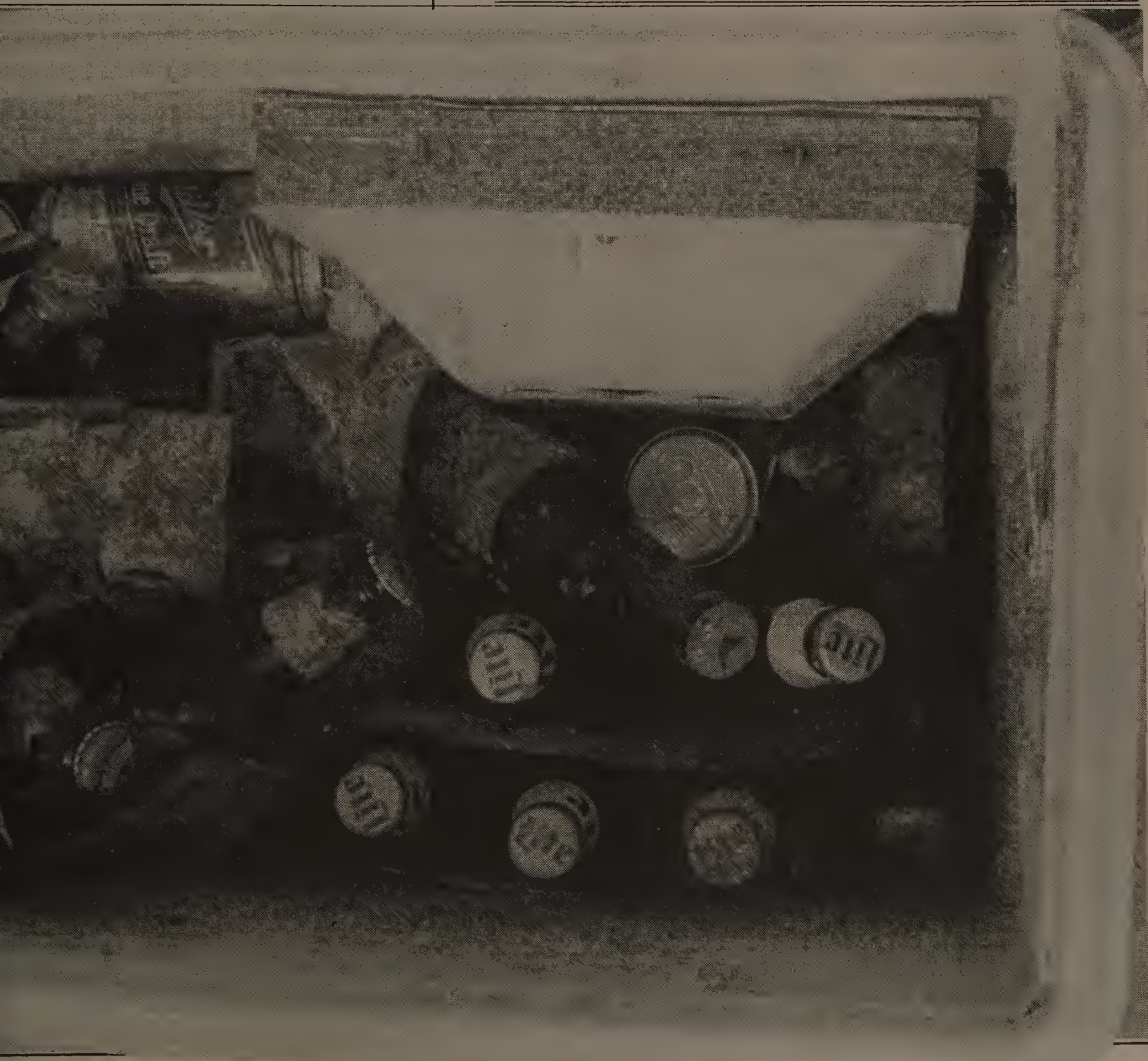
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short sightings

PARKERSBURG, WEST VIRGINIA — A bachelor party cruise on the Ohio River turned deadly Sunday, May 14, when the motorboat on which participants were partying collided with a coal barge. The early-morning accident ripped the bow off the boat and killed four people, including the groom. Two others were saved by the barge crew.

SAN FRANCISCO MARITIME MUSEUM — A new donation to the J. Porter Shaw Library at Fort Mason opens a veritable treasure trove for marine historians. Included in the donation by American President Lines are some 2,000 photos, videos, brochures, menus, clippings, letters and stereographs — that latter being a kind of pre-hologram type transparency that gives the illusion of depth. The donation documents the near century and a half history of APL and its predecessors, a line of shipping that has been a significant historical presence in the Bay Area since the days of the Gold Rush. It traces APL's development from a passenger carrier to one of the world's foremost

continued outside column of next sightings page



shorts — cont'd

container shippers.

SAN FRANCISCO BAY — They're called RNAs, and no, they're not some new Irish rock band or a lobbying group for nurses. RNA stands for "Regulated Navigation Areas", and by the time you read this, they'll likely be an integral part of the matrix overseen by the San Francisco Vessel Traffic Service. As most of you know, VTS acts as 'air traffic control' for the Bay, monitoring and directing commercial shipping.

RNAs are a result of vessel congestion in areas of limited maneuverability. They will increase safety by reducing meetings, crossings and overtaking situations, and by limiting the speed of vessels to 15 knots (which by many people's standards is still too fast). It also makes the formerly voluntary participation in the VTS program mandatory for ships or tows of 1,600 tons or more.

cooler heads

Mile Island look like chapped lips."

In addition to its toxicity, the remains of a ham sandwich found underneath the bottles rendered the cooler extremely volatile. A Navy bomb disposal squad had to be called

looking

The robin being the official bird of springtime, we knew as soon as we saw the name of this lovely yawl outside the Golden Gate that she'd end up right here. With sails



— cont'd

into stabilize it for removal. After the Coast Guard established a one-mile perimeter, the cooler was lowered to a depth of 300 feet off the Cordell Bank and detonated.

Let this be a lesson to us all.

good

trimmed perfectly, *Cock Robin* was dancing up a storm, giving all aboard a thrill and definitely looking good.



shorts — cont'd

Representatives of the San Francisco Bar Pilots note the the new regulations could have an adverse economic impact. Citing a rule which would make other vessels wait while a ship carrying dangerous cargo transit an RNA, SFBPA President Capt. Gregg Waugh noted that the waiting vessels could miss their connections. He also noted that the Bar Pilots might not be able to move quite the 9,258 ships they did in 1994 under the new restrictions.

HYDE STREET PIER — Two Hawaiian voyaging canoes, the 57-ft *Hawai'iloa* and 65-ft *Hokule'a* will arrive for a visit, docking at Hyde Street Pier June 29 for through July 4. The two giant sail-assisted craft (they can also be rowed efficiently) are recreations of early Polynesian vessels used to colonize the Hawaiian Islands from Polynesia in about 500 A.D. *Hokule'a* was built in 1976 and recreated a historic voyage to Tahiti and back in 1992. Joined by *Hawai'iloa*, which was built in 1994, *Hokule'a* returned to the South Seas, where the two canoes made a 6,000-mile journey of rediscovery to Tahiti and the Marquesas.

The two craft — of authentic wood construction with a few concessions to modernity — were shipped to Seattle. San Francisco is just one stop on a tour that will span the entire West Coast.

RICHARDSON BAY — What looked like a recreation of the fall of Saigon in Richardson Bay in mid-May was really a drug bust that seemingly every agency from the KGB to local high school hall monitors were in on. Well, almost — elements of the Coast Guard, Marin Major Crimes Task Force, State Fish and Game Department, Bureau of Narcotics Enforcement and Naval Air Station Alameda Bomb Squad all converged on a lone anchor out aboard which small amounts of cocaine and methamphetamines were found. The Marin Major Crimes guys also found a suspected bomb, which is why the bomb squad was called in. They determined the thing was indeed an explosive device with about the same power as a stick of dynamite. Arrested were Gregory Bushelle, 46, and Victoria Severin, 44, for several drug-related allegations and suspicion of possession of an explosive device.

ALAMEDA ESTUARY — As things are now, the four bridges on the Oakland Estuary are manned all the time, and will open any time, except during rush hours. But money's tight, so Alameda County is looking into a reduced schedule of attended service. Your input would be appreciated.

The proposal is for the bridges to operate as they always have (including non-opening times during morning and evening rush hours; 7:30-8:30 a.m. and 3:45-5:45 p.m., Monday through Friday). But the bridges would not be manned from 10 p.m. through 6 a.m. (11 p.m. through 7 a.m. on weekends and holidays). The bridges could be opened during 'off hours' if at least 4 hours advance notice is given, and there will be provisions for emergency openings.

Interested persons may participate in an evaluation of this proposal by writing to: Commander (oan-br), Eleventh Coast Guard District, Coast Guard Island, Bldg. 10, Room 214, Alameda, CA 94501-5100. You need to include your name and reasons for support or opposition to the plan, and have your opinions in by July 10. The Coasties do read these things, and have changed proposed plans before based on public opinion and comment.

VENEZUELA — If it walks like a mammal, talks like a mammal and looks like a mammal, chances are pretty good that it's a mammal. Unless you're in Venezuela. Then it could be a fish. At least, that's the category in which the hair-covered, warm-blooded, land-dwelling capibara finds itself. Scientifically considered the largest member of the rodent family, the 100-pound capibara — which looks like a giant guinea pig on steroids — has webbed feet. And therein lies the loophole. One look at those feet and 16th century churchmen in the New World classified it as a fish. It was probably no coincidence that this happened around the same time as Lent, that six-week Catholic observance where the faithful may eat only fish on Fridays. Except (wink, wink) in Venezuela.

LATITUDE/JR



BRISBANE MARINA WITH EASY ACCESS TO SAN FRANCISCO BAY

- ★ Deep well marked entrance
- ★ Private restroom & showers
- ★ All concrete construction
- ★ 24 hour security



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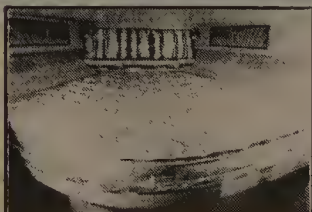
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VALLEJO '95



May 6 and 7 was a vintage Vallejo Race weekend: No wind, lots of wind, tons of current, boats running aground — and at least one new twist that we saw. Any boat with a woman aboard that sailed by the Liberian tanker docked in Richmond was treated to hoots, catcalls and lewd gestures from grinning crewmembers. At least no one could understand whatever language the sexist pigs were speaking.

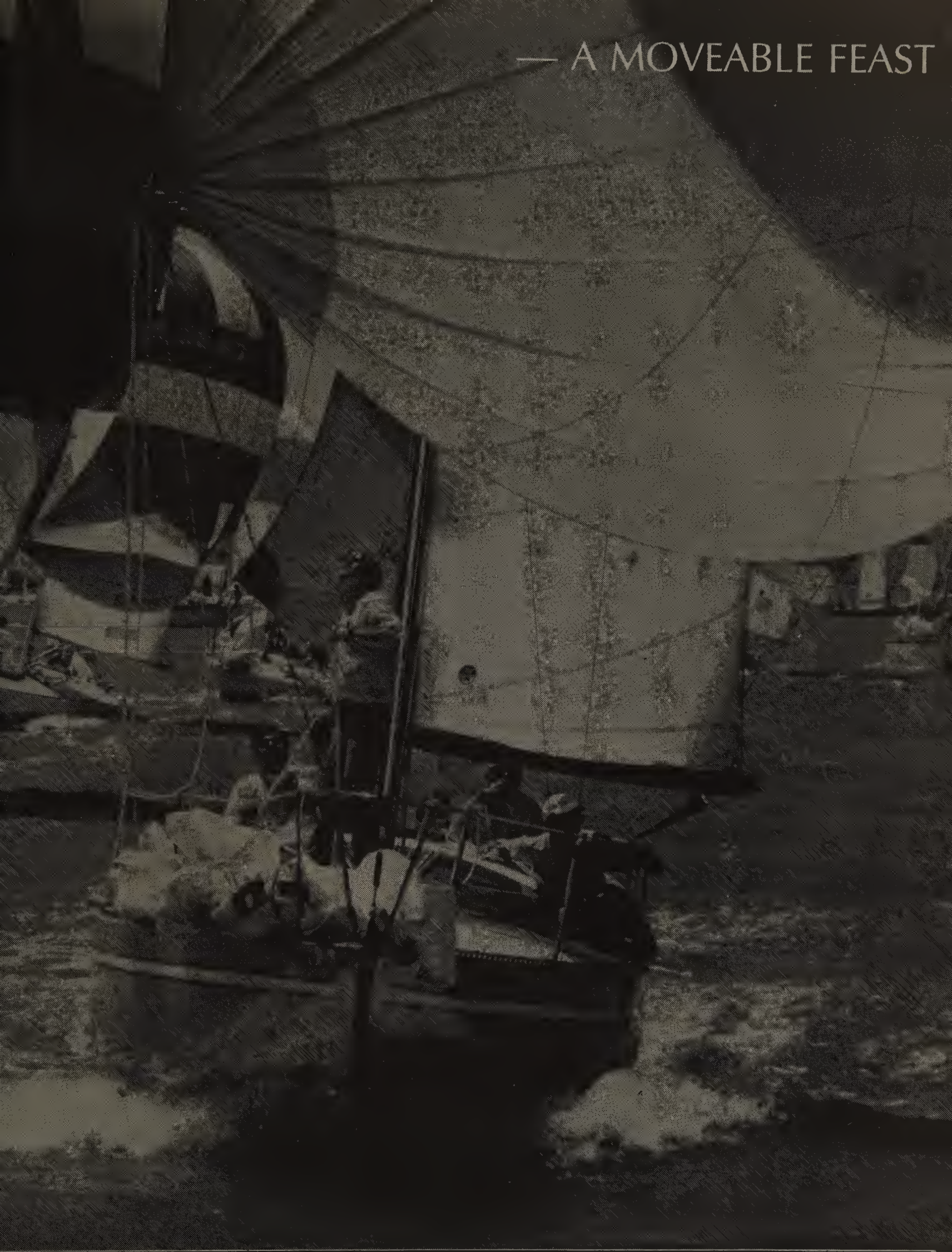
Once again, Saturday was a slice of heaven: a classic, light-air, no-shirts 22-mile parade up San Pablo Bay, ending at one of the Bay's biggest raft-ups and greatest parties. Sunday's return trip, however, was just the opposite: a 14.9-mile upwind slog through 25-knot winds and steep, bouncy waves. The Sunday half of the race was also marred by two dismastings (the Wylie 34 Scoop and the J/29 *Plan B*) and a crew overboard incident that ended in tragedy (see *Sightings*).

As a weekend of extremes, Vallejo was the perfect baptism for the new season, testing the full gamut of sailing skills for this year's 311 boats and an estimated 2,000 sailors. It also tested the logistical talents of the Vallejo YC, whose members cheerfully put in hundreds of volunteer hours to plan, run and clean up following the race/party.

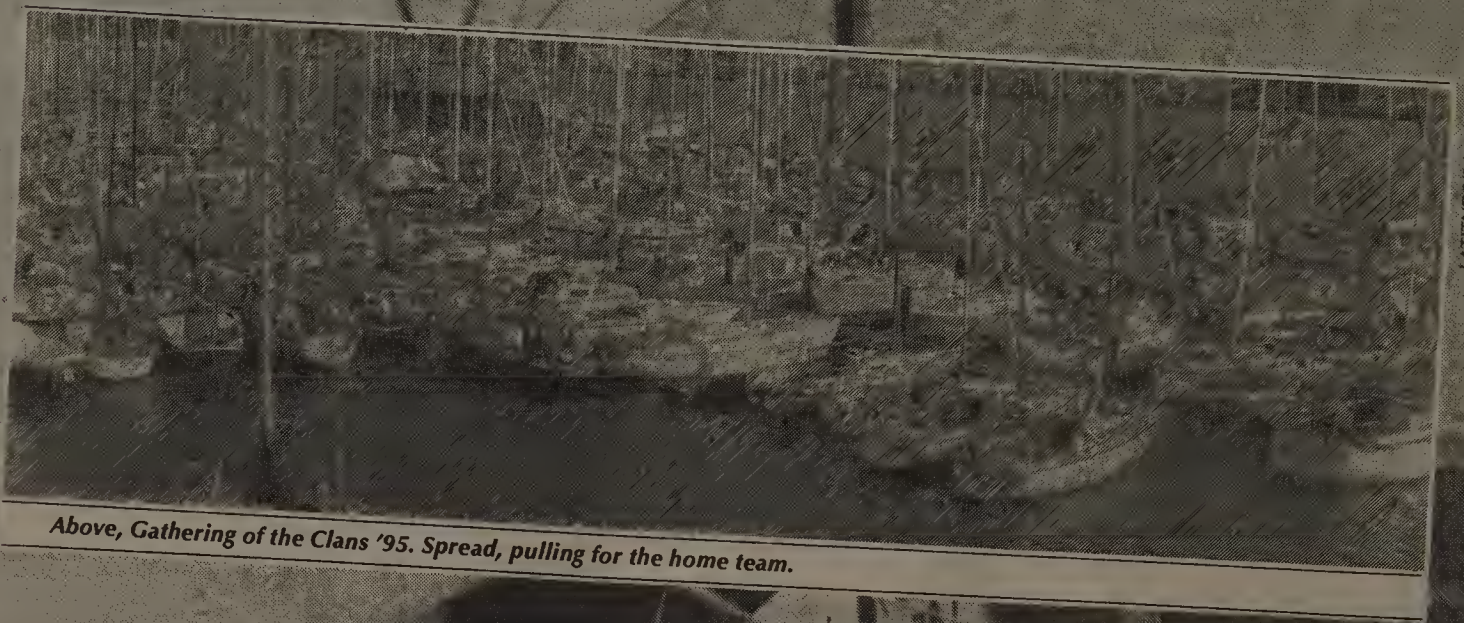
From its humble beginnings 95 years ago (when just 12 boats sailed from Tiburon to Vallejo), the race has grown to be what Vallejo YC bills as the "largest inland two-day sailboat race in the U.S." We have no reason to doubt it. Even in a figurative sense — conveyed, we hope, by the photos on the next six pages — Vallejo is a bottomless pitcher of fun and thrills; the perfect 'high' to kick off another great summer of racing.

'The Shadow' leads the charge past Richmond.

— A MOVEABLE FEAST

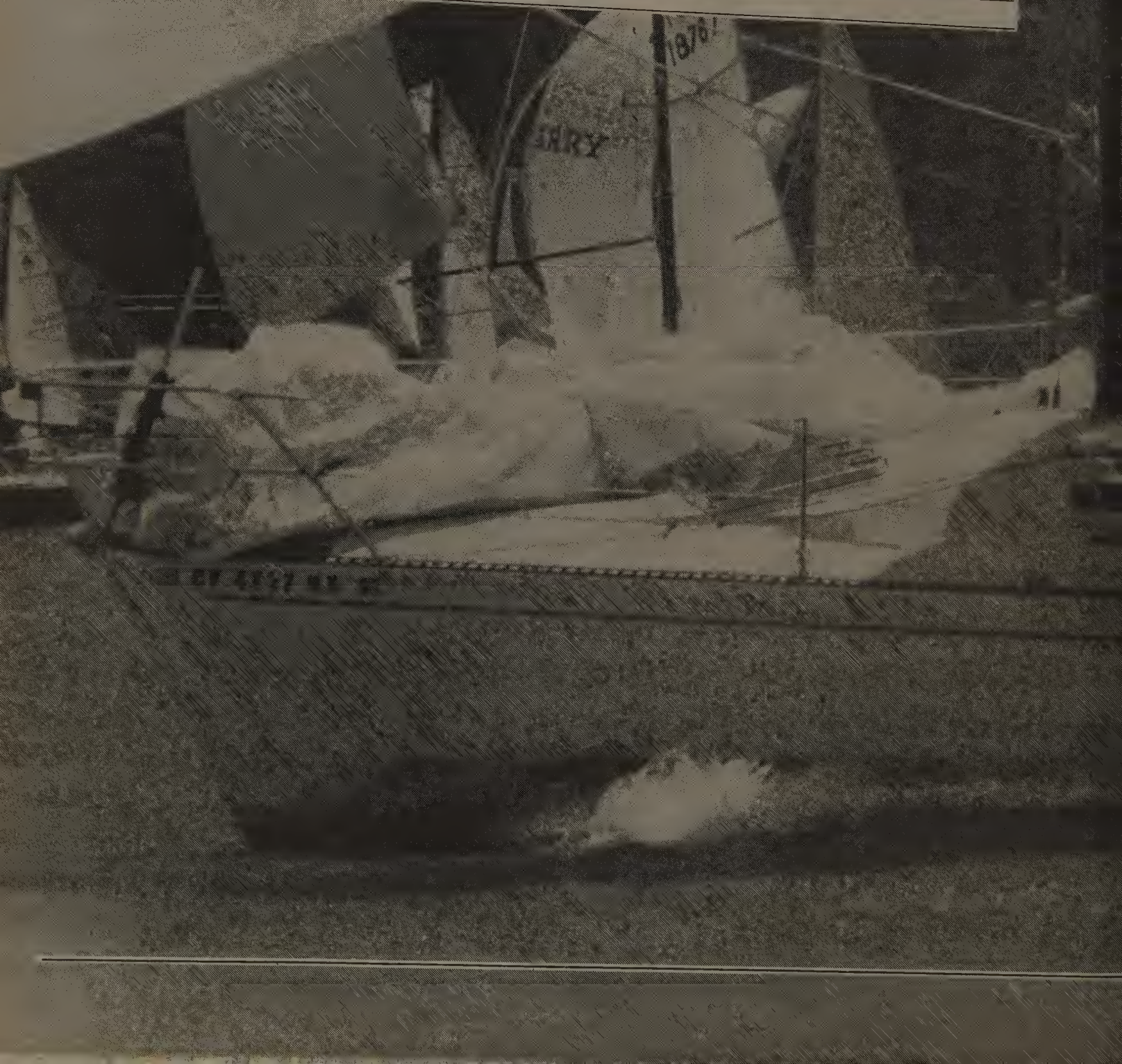


VALLEJO '95

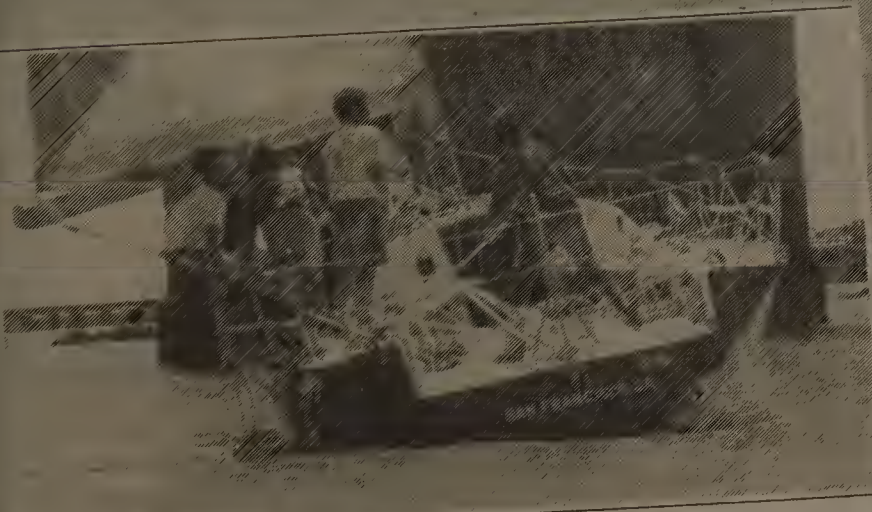


LATITUDE/ROB

Above, Gathering of the Clans '95. Spread, pulling for the home team.



A MOVEABLE FEAST



'Revs' vapor locked on a sandbar.



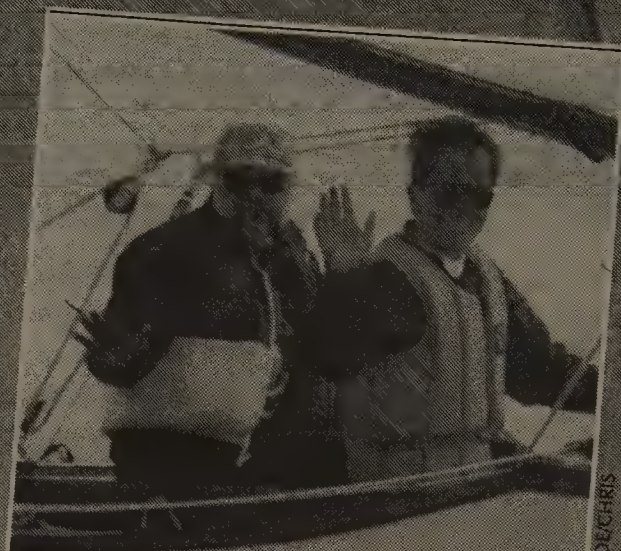
Charge of the medium brigade.



VALLEJO '95



Under attack from the masher ship.



Bird sailors fly north for the weekend.

LATITUDE/CHRIS

LATITUDE/CHRIS

VALLEJO RACE RESULTS

Handicap

HDA F (multihull) — 1) **Pegasus**, F-27, Andrew Pitcairn, 5.75 points; 2) **Erin**, Antrim 30, Dan Buhler, 6.75; 3) **Wild Thing**, F-24, Vic Thiry, 7. (10 boats)

HDA G (0-84) — 1) **China Cloud**, J/40, Leigh Brite, 5 points; 2) **National Biscuit**, Schumacher 35, Colin Case/Carlos Baddell, 8.75; 3) **Kaya**, Swan 44, Mac Lingo, 9.75; 4) **X-Dream**, X-119, Steen Moller, 10; 5) **Marilyn**, J/44, Monroe Wingate, 13. (18 boats)

HDA H (87-114) — 1) **Surefire**, Frers 36, Carter Brothers, 3.75 points; 2) **Endurance**, Express 34, Mike Condon, 7; 3) **Blue Streak**, Cal 39, Randy

Dirth, 9; 4) **#181**, Melges 24, David Wadbrook, 11.75; 5) **Two Scoops**, Express 34, Chris Longaker, 14. (17 boats)

HDA J (117-138) — 1) **Insufferable**, N/M 30, Peter Rookard, 1.5 points; 2) **Fire Drill**, Tartan Ten, Lambert Thom, 7; 3) **Blue Max**, Dehler 34, Jim & Diana Freeland, 10; 4) **Chilli**, Santana 30/30, Michael Maurier, 11; 5) **Annalise**, Wylie 34 mod., Paul Altman, 13. (25 boats)

HDA K (141-162) — 1) **Animal Farm**, Wylie 28, Hans Bigall, 5.75 points; 2) **Esprit Victorieux**, Beneteau First 305, Joseph Melino, 7; 3) **Leda**,

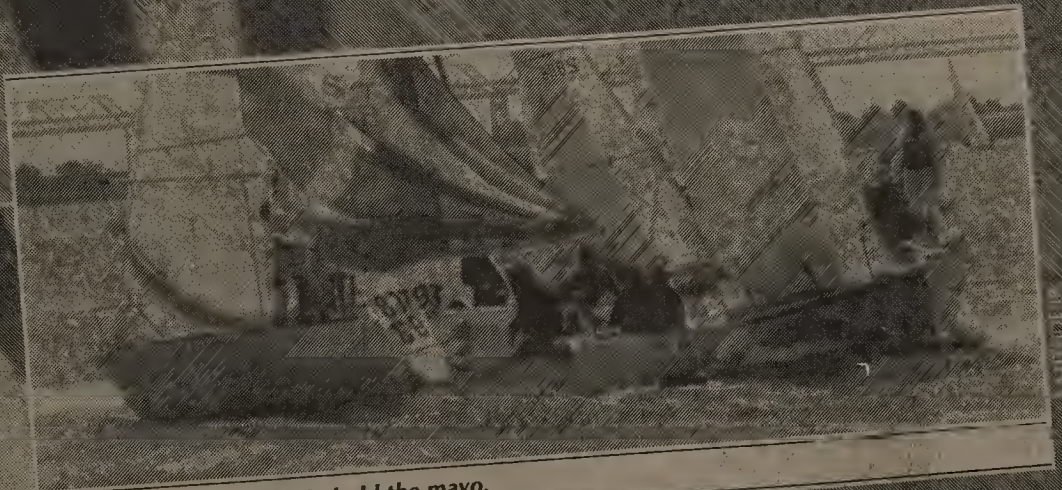
Lapworth 36, David James, 10; 4) (tie) **It's Jazz**, Ranger 33, Ben Mewes, and **Shadow**, Mull 32, Pieter DeVries, 17. (24 boats)

HDA L (165-186) — 1) **Summertime Dream**, Jurassic 26, Spooze³ Foundation, 2.75 points; 2) **Antares**, Islander 30 Mk. II, Larry Telford, 5; 3) **Redline**, Merit 25, Gerald McNutt, 11; 4) **Freewind**, Cal 9.2, Don & Betty Lessley, 12; 5) **Chesapeake**, Merit 25, Jim Fair, 13. (28 boats)

continued

Shooting the gap (by The Brothers) and chutin' the breeze.

— A MOVEABLE FEAST



One Wabbit sandwich, hold the mayo.



VALLEJO '95 — A MOVEABLE FEAST

VALLEJO RACE RESULTS — CONTINUED

HDA M (189-up) — 1) Hippo, Smith 24, Mark Wommack, 2.75 points; 2) **LatIn Lass**, Catalina 27, Bill Chapman, 4.75; 3) **Mesmerize**, Ranger 26, Jack Vetter, 7; 4) **Dulcinea**, Coronado 27, John Slivka, 9; 5) **Sleeper**, O'Day 27, Gary Cicerello, 11. (18 boats)

One Design

11:METRE — 1) **SportsChannel**, John Sweeney, 4 points; 2) (tie) **Ronstan**, Alistair Murray, and **Adrenaline Rush**, Tom Dinkel, 4.75. (6 boats)

ARIEL — 1) **Jubilee**, Don Morrison, 1.5 points. (3 boats)

BIRD — 1) (tie) **Polly**, Jim Van Dyke, and **Sky-lark**, Jane Hook, 2.75 points. (2 boats)

CAL 2-27 — 1) **Alliance**, Whit Conley, 1.5 points; 2) **Temptation**, Rollye Wiskerson, 4. (5 boats)

CAL 29 — 1) **Boog-a-Loo**, Nancy Rogers, 4.75 points; 2) **Grand Slam**, Fred Minning, 7.75; 3) **Serindipity**, Tom Bruce, 8. (7 boats)

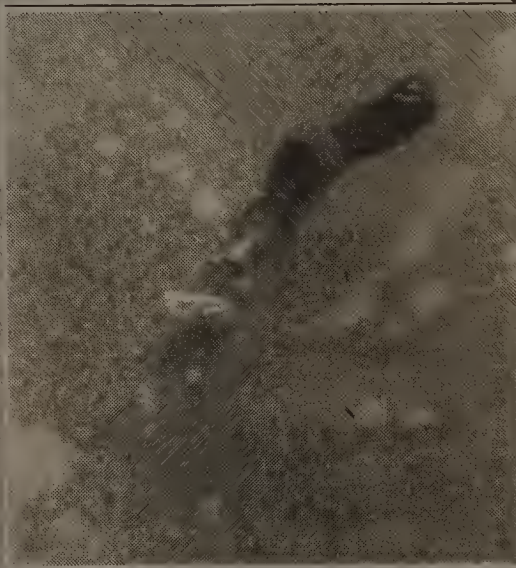
CATALINA 27 — 1) **White Satin**, Steve Rienhart, 1.5 points. (3 boats)

CATALINA 30 — 1) **Trey Shay**, John Jacobs, 2.75 points; 2) **Mona Too**, David Halaby, 4.75; 3) (tie) **Lapin Blanc**, Dick Gilmore, and **Lochan Ora**, Karl Aye, 8. (12 boats)

CHALLENGER — 1) **Gunga Din**, Jan Grygier, 1.5 points; 2) (tie) **Libertine**, Wayne Nygren, and **Murphy's Law**, Bill Murphy, and **Rurik**, George Gromeeke, 7. (5 boats)

EXPRESS 27 — 1) **Abigail Morgan**, Ron Kell, 4.75 points; 2) **Chlmera**, Brett Allen, 10; 3) **Peaches**, John Rivlin, 11.75; 4) **Hurricane**, Jon Bamer, 12; 5) (tie) **Baffett**, Forest Baskett, and **#31774**, Stan Clark, 13. (14 boats)

EXPRESS 37 — 1) **Spindrift V**, Larry & Lynn Wright, 2.75 points; 2) **Spirit**, Andy Rothman, 3.75; 3) **Re-Quest**, Glenn Isaacson, 5. (9 boats)



LATITUDE/CHRIS

GOLDEN GATE — 1) **Pajarita**, Rob MacDonald, 4 points; 2) **Phoebe**, Bu Nygrens, 4.75. (4 boats)

HAWKFARM — 1) **Notorious**, James Hirano, 4.75 points; 2) **Eyrie**, Thomas Condry, 5. (5 boats)

ISLANDER 28 — 1) **Challenge**, Jones/Schoen, 1.5 points; 2) **Gabblano**, Chuck Koslosky, 4. (4 boats)

ISLANDER 36 — 1) **Highlighter**, William Hackel, 1.5 points; 2) **Juggernaut**, Bill Parks, 5; 3) **Wind-walker**, Richard Shoenhair, 6. (6 boats)

ISLANDER BAHAMA — 1) **Goose**, Bud Cohen, 3.75 points; 2) **Constellation**, John Lincoln, 4.75. (4 boats)

J/105 — 1) **Aquavit**, Thomas Sponholtz, 2.75

points; 2) **Jest**, Jim Cascino, 4.75; 3) **Limelight**, Harry Blake, 6. (7 boats)

J/29 — 1) **Advantage II**, Pat Benedict, 1.5 points; 2) **#18370**, Don Holland, 5. (5 boats)

J/35 — 1) **Jarlen**, Bob Bloom, 2.75 points; 2) **Jablru**, Bill West, 4.75. (5 boats)

NEWPORT 30 — 1) **Topgallant**, Frank Hinman, 1.5 points; 2) **Mintaka**, Gerry Brown, 4; 3) **Zinfandel**, George Van Dolson, 8; 4) (tie) **Zarpa**, George Gurrola, and **Marlner**, Bruce Darby, 9. (10 boats)

OLSON 25 — 1) **Alchemy**, Joe Kitterman, 1.5 points; 2) **Vivace**, Bill Riess, 5; 3) **Outbound**, Bill Blosen, 6; 4) **Slva**, Gal Bar-Or, 9. (10 boats)

OLSON 30 — 1) **White Knuckles**, Dan Benjamin, 1.5 points; 2) **Run Wild**, Al Holt, 5. (5 boats)

RANGER 23 — 1) (tie) **Kinship**, Ken Frost, and **Impossible**, Gary Kneeland, 2.75 points; 3) **Megawatts**, Richard Swanson, 6. (7 boats)

RANGER 26 & THUNDERBIRD — 1) (tie) **Crazy Jane**, Doug Carroll and **MyToy**, Dave Adams, 3.75 points; 3) **Alien Nation**, Jim Glosli, 6. (6 boats)

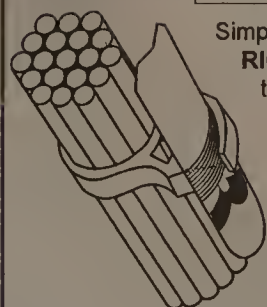
SANTANA 22 — 1) **Riffratt**, Erik Menzel, 1.5 points; 2) **White Lightning**, Bill Charron, 5; 3) (tie) **Shazam!**, Bud Sandkulla, and **Albacore**, David Demarest, and **Nirvana**, Neville Throckmorton, 11. (15 boats)

SANTANA 35 — 1) (tie) **AWB**, Darrel Louis, and **Wild Flower**, Art Mowry, 2.75 points. (4 boats)

TRITON — 1) **Bolero**, Ely Gilliam, 1.5 points; 2) **Sleepy Head**, Richard & Harriet Golden, 5; 3) **Captain Hooke**, Tom Newton, 6. (6 boats)

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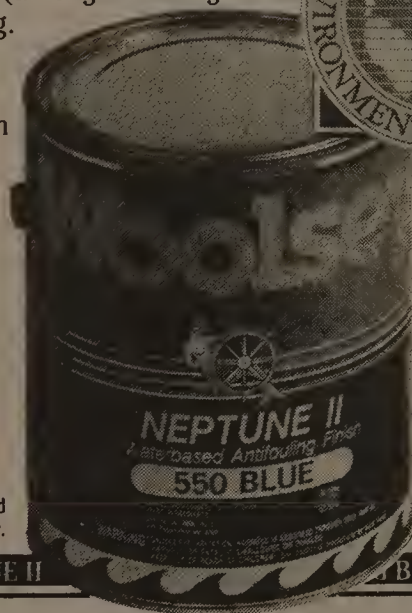
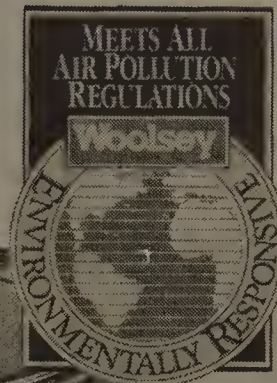
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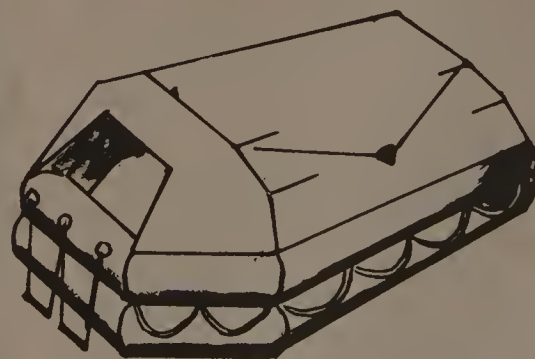
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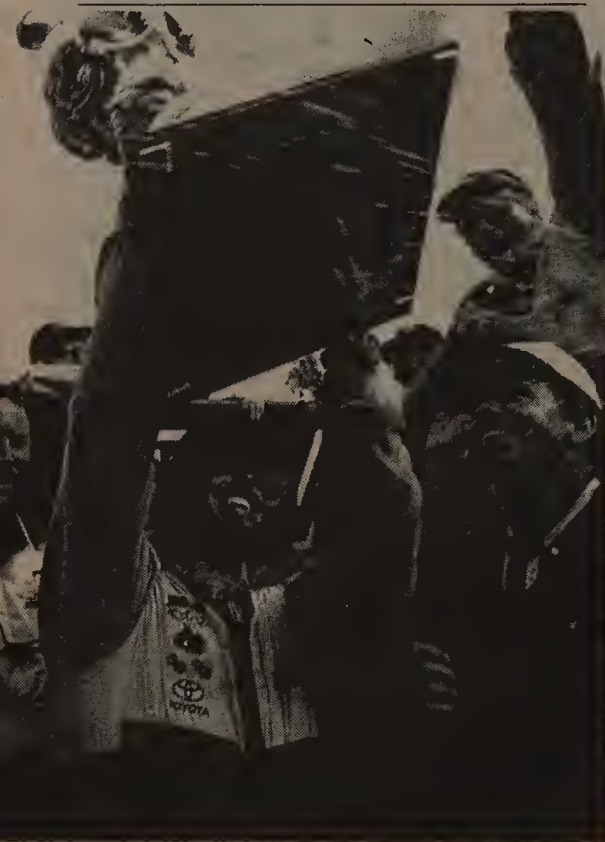
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AMERICA'S CUP '95 —

U last month, no man alive knew exactly how General George Custer felt in those last moments at the Little Big Horn. Now there's one who does. His name is Dennis Conner.



CARLO BORLENCHI/PL MEDIALINK

Russell Coutts hoists the oldest prize in sports.

Fortunately for both Custer and Conner, the end came with merciful dispatch — and brutal finality. On May 13, *Team New Zealand*, representing the Royal New Zealand Yacht Squadron, won the America's Cup, beating *Team Dennis Conner* five races to none in one of the most devastating shutouts in Cup history. In fact, in our humble estimation, it was the biggest upset in America's Cup history, counting John Bertrand's win in '83. In that 4-3 bout, Conner's team at least had a fighting chance to beat *Australia II*. In this one, they didn't have a prayer.

The upset had nothing to do with crew work. The Defender shenanigans of the last few months notwithstanding, Conner's crew showed themselves to be the crack American team. To everyone's amazement, they came back from an atrocious 2-6 record in the semifinals to win six straight races and the right to defend — with the last race scripting out somewhere between Hollywood schmaltz and a *bona fide* miracle. Trailing the whole race, and over four minutes at the last weather mark, Cayard somehow found the juice to sneak by *Mighty Mary* at the finish line by 52 seconds. "Is that the race of a lifetime, or what?" he enthused. It was to be

the last enthralling he'd do for awhile.

For that matter, all the top teams had crack crews — the Women, *PACT '95*, one-Australia, *Tag Heuer*. Put them on equal boats and we'd defy anyone to pick a sure winner every time.

'Equal boats' is the keyword here. They weren't. *Team New Zealand's Black Magic I* was purely and simply untouchable. For sheer speed upwind or downwind, the only boat remotely competitive was *TNZ's* other 'black beast', *Black Magic II*. Which gives you a pretty good indication of just how well integrated this team really was.

As if the massacre itself weren't enough, the other huge difference between this Cup and previous ones was the indifference, and often outright opposition, of American sailors to an American win. With maybe one or two exceptions, everyone we asked, everyone who volunteered an opinion, everyone who wrote, was overheard or that we read about — wanted New Zealand to win. Considering that there are 3.5 million people in New Zealand (about the same as Los Angeles), and an estimated 10 million sailors in this country, it is entirely probable that more people cheered *TNZ's* win here than there! Although probably not as enthusiastically.

The reason for that was simple, too. Sailors were flat-out disgusted at how America represented itself in America's Cup XXIX. As you'll read in this month's *Letters* section, sailors felt all the dirty dancing was in many ways even worse than the catamaran/big boat debacle of 1988. At least then, both sides acted equally despicably.

Carrying three boats over into the semifinals, making modifications when not officially allowed, changing horses in midstream — those were just three of the more glaring examples of rules bent to the breaking point. And that will likely be the footnote of this America's Cup: The Yanks as the bad guys. Return of the ugly American. And *Team New Zealand* as the knights on their shiny black Trojan warhorse coming in to slay the infidels. Good triumphs over evil once again.

Now let's talk reality. Admit it: the America's Cup would be boring if it was truly fair and everybody acted like adults. And it's never been boring, if you catch our drift. The only thing that tarnishes that Auld Mug is sitting too long in one place.

While we're waxing poetic, we might as well say that the 1995 America's Cup

could not have turned out more poetic if it had been sailed in iambic pentameter. You may be angry at Conner now. But consider for a moment if the Defenders had played by the rules. *America's* win over *Team DC* in the last race of the Defender semi-finals would have counted and DC would have been out. *Mighty Mary* would have gone on to sail a winner-take-all bout with *PACT 95's Young America*. One of them would have gone on to defend. And you know what? They would have lost, too.

If *PACT 95* had lost, or — God forbid — the Women's Team had lost, we wouldn't hear the end of it for years! As honorably and convincingly as the Women's Team acquitted themselves on the race course, losing the Cup could have set women's sailing back to about the Paleozoic era. We can hear it now. . . "Conner could have won it." "The Women lost. So what did you



RED SOCKS, BLACK MAGIC

expect?" "If only they'd put Conner's team on the fastest boat. . .", etc., etc.

Well, to borrow the title from Dennis' best-known book, there was *No Excuse To Lose* in 1995. Mighty Casey got the team he wanted, the helmsman he wanted, the boat he wanted and the sails he wanted. And he still struck out.

Here are highlights from the autopsy:

Race 1 — In sloppy conditions — 15 knots of breeze with a 6-foot swell and 2-foot chop, *Young America* had a hard time of it, plus their instruments were out, which put them at a further disadvantage. They lost the first race by 2:45. At the press conference, TDC helmsman Paul Cayard predicted that

The mob scene at the San Diego YC after Race 5. Imagine what Auckland looked like.



KAORU SOEHATA/APPL MEDIALINK

in the ideal 7-10 knot conditions for which *Young America* was optimized, they would do much better.

With only 10 days on 'Young America', Conner (upper left) couldn't pull out his usual miracle.

Race 2 — In ideal 7 to 10-knot conditions, *Black Magic I* beat *Young America* by 4:14. This is the biggest margin by which a challenger has beaten an American defender since 1871.

Race 3 — In possibly the most competitive of the Cup races — and once again in 'ideal' conditions — *Team Dennis Conner* and *Team New Zealand* actually engaged in a tacking duel in the first leg. After flopping back and fourth to cover *Young America* five times, it was apparent to the Kiwis that the American boat accelerated out of tacks faster than *Black Magic*. So they never got into tacking duels again. For their part, it finally dawned on *Team DC* that many of those 'favorable shifts' *Black Magic* was getting maybe weren't shifts at all. The boat was just sailing higher and faster. They also appeared to be quicker downwind. *Team New Zealand* won Race 3 by 1:51. Asked at the press conference what he was going to do to help *Young America* go faster, Cayard replied, "Pray like hell for 17 knots of wind and flat water."

Race 4 — The writing was on the wall. Again, no contest. The Kiwi boat won by a hefty 3:37. Helmsman Russell Coutts notes, "A little speed can make you look smart. We had speed today." Said Paul Cayard, "I've never been in a race where I felt I've had so little control over the outcome. I just don't feel like I'm in a sailboat race. I feel like I'm out there delivering the boat around the course..."

Race 5 — Once again, ideal conditions. Once again, same outcome. To add insult to injury, a halyard shackle broke on *Young America* on the second beat, allowing *Black Magic* to gain even more time. As the crew rushed to clear the mess, Conner himself



AMERICA'S CUP '95 —

momentarily manned the grinders. Later, in the final minutes of the last run, he took the wheel and, joined by his wife, Daintry (sailing as the 17th person), drove *Young America* across the finish line for the final time. He lost the race by 1:51 and the America's Cup for the second time.

It is notable that Paul Cayard won every start in the best-of-nine series, yet *Black Magic* led at every single mark.

So how did New Zealand do it? There's a question that's going to be analyzed for years to come. Here's our take on it:

- The Kiwis were proud — and careful — to keep the syndicate a team effort from the get-go. They pointed to efficiencies in three main areas. The first was financing — \$15 to \$18 million, which was less than *oneAustralia*, but about the same as what the other top Challenger syndicates have indicated; the Defenders had smaller budgets.) The other two were boat design and team structure. Regarding those, *Black Magic* co-designers Doug Peterson and Laurie Davidson have said that each phase of boat development was discussed with the crew, and there was a lot of give and take. That alone kept morale high. When you throw in the talents of Tom Schnackenberg as design coordi-



Peter Blake gives Russell Coutts a hand as Paul Cayard pushes him in.

CARLO BORLENGHI/PPL MEDIALINK

father, the whole of *TNZ* was substantially greater than the sum of the parts.

- Multi-boat testing was a big factor. The Kiwis say they took the cues for this part of the program from Conner, who honed it to a fine science for the 1987 Cup. For the last two Cups, however, Conner has not been able to afford two new boats to spar against one another.

Rather than build two radically different boats, as some teams opted to do, the Kiwis' two 'black beasts' — *Black Magic I* (NZL 32) and *Black Magic II* (NZL 38) — were more alike than different. All the better to optimize when they're evenly matched, you see. Schnackenberg estimates that at least 70% of the improvements to NZL 32 came from testing against its stablemate.

- As good as the New Zealand boat and team were, we don't feel they would have done quite as well without the talents of a guy who doesn't even sail: Bob Rice. You may recognize Rice's name as the founder of Weather Window, a custom weather routing service based in New England. Well, Bob ran the routing for Peter Blake's record round-the-world dash on *ENZA*, and Blake was so impressed he moved Rice out to San Diego lock, stock and barrel last November — *TNZ*'s own personal meteorologist.

Every day for the last 6 months, Rice began his day at 4 a.m., worked out the

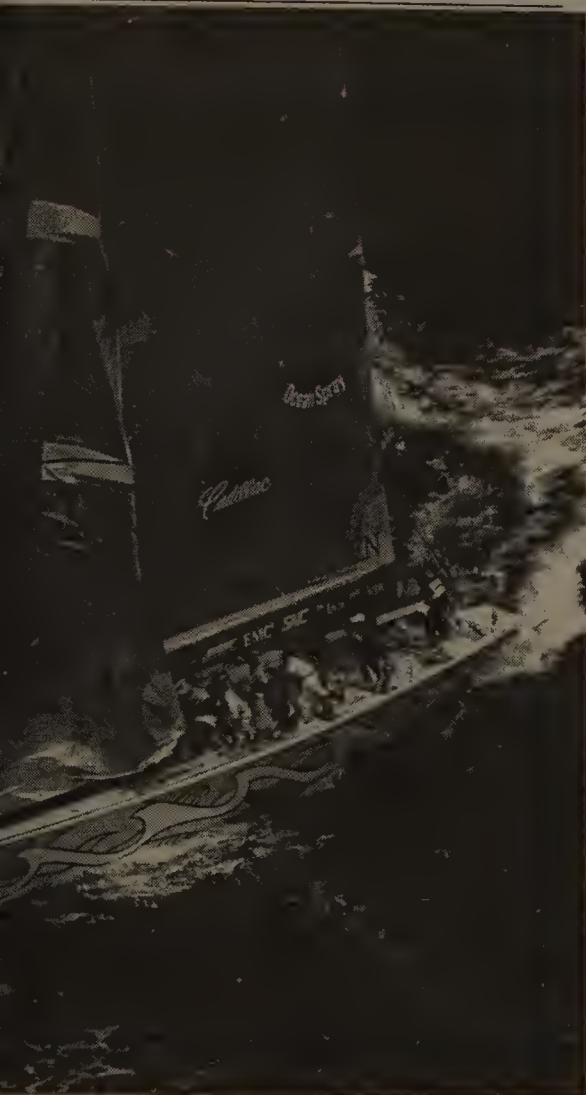
Making tracks at the start of Race 5. The starts were the only time you could catch the boats this close.

team's daily weather report and ran over the course in a *TNZ* tender to double check his forecast. He was also inclined to eccentric-appearing stunts like releasing brightly colored balloons before races — ostensibly to gauge if the wind was blowing differently at the masthead than at water level. However Rice did it, Blake says it was no accident that *TNZ* was in the right place at the right time for virtually every favorable wind shift. "He is uncannily accurate," said Blake. "Ten out of ten."

- Red socks. . . those damn red socks! Before the first race, Blake's wife Pippa gave him a pair of 'lucky' red socks. Peter wore them every time he sailed on either of the *Black Magic* boats (*TNZ* sailed NZL 38 in the early elimination rounds), and they won every race on the water. For one race against *oneAustralia* in the middle of the final Challenger round, Blake and his socks were not aboard, and *Black Magic* lost. The next race, the skipper and his red feet were back, and *Team New Zealand* never lost another race. In all, the boat won 41 of its 43 bouts (one early win was disallowed in a post-race protest).

The red sock thing set off a craze in New Zealand the likes of which hasn't been seen

RED SOCKS, BLACK MAGIC



the purchase price would go to help the home team wrest the America's Cup from Darrh Conner.

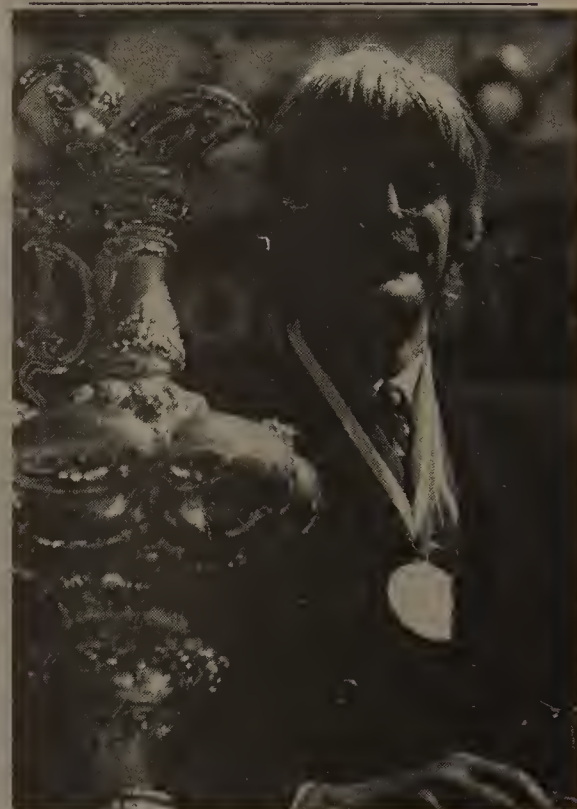
And get this: in a country of 50 million sheep, they ran out of wool to make red socks! The campaign eventually raised nearly \$500,000 to keep *Team New Zealand* going. We wouldn't be surprised to see a pair of red socks replace the Southern Cross on the country's national flag.

• But for our money, all the socks and gold medal sailors and nifty organizational talents would not have counted for a hill of beans against those of the other teams without the catalyst named Peter Blake. He's the one who put it together in the beginning and held it together in the 11th hour — the point at which the '87 and '92 New Zealand syndicates imploded.

We're not sure which honors are going to be bestowed upon Blake first: knight-hood, sainthood or the title of honorary Prime Minister. But we're sure he'll be considered for all of them in due stead.

In 1992, we wrote that *America's* helmsman Buddy Melges had pulled off the ultimate hat trick — an Olympic gold medal, the Star World Championship and an America's Cup. *Black Magic* helmsman Russell Coutts can equal that — he's also a gold medal winner, as well as two-time World Match Racing Champion. Though Blake derives his experience from a different segment of the

The 'Stars' crew gave it their all, but beauty couldn't touch 'the beast'.



Peter Blake and a familiar-looking bauble. "It's quite a nice trophy for the mantle piece, isn't it."

sport, his accomplishments are if anything even more noteworthy. His triad: the America's Cup, wins of all six legs of the '91/'92 Whitbread, and the fastest sailing circumnavigation in history, set aboard the 92-ft catamaran *ENZA* just last year. As we mentioned in an article on him in March and now repeat for emphasis' sake, Peter Blake, at age 47, is the greatest sailor of our generation.

We're happy to note that Blake's participation also heralded the return of a character that has long been missing from the America's Cup tapestry: the grand and gracious sportsman, a personage defined way back in the J-Boat era by Sir Thomas Lipton.

Upon his arrival home (the Cup flew in a first-class seat of its own) Blake was greeted by Prime Minister Jim Bolger — who was wearing red socks, of course — and the talk equated Blake's triumph with that of Kiwi legend Sir Edmund Hillary, the first white man to conquer Mount Everest, the world's highest mountain. Or is it? In sail-crazy New Zealand, there are many who feel Mount America's Cup may be a good bit taller than Everest right now.

Somewhat ironically, Blake never steered *Black Magic*. When he visited the Bay Area earlier this year, he said, "I'm an ocean sailor, not an around-the-buoys man. I'll leave that to the people who are good at it." Or words to that effect. Nor was he the crack navigator or cunning tactician on board. The



KAORU SOEHATA/PPL MEDIALINK

JAMIE LAWSON-JOHNSON/PPL MEDIALINK

LUCIANO BORSARI/PPL MEDIALINK

AMERICA'S CUP '95 —

truth be told, Blake wasn't even in the back of the boat. His duties alternated between main traveller and the grinders!

What the New Zealand win means to the America's Cup remains to be seen. But a

sharing of designers (as the two Australian syndicates did), disallowing severe modifications (à la *Nippon Challenge*), extending

Area. If the humming of the grapevine is any indication, you'll see at least that many in Auckland at century's end. Blake predicts 12



glimpse was making the rounds before the bottom paint had even cooled after the last race. It's a 20-some page document currently known as the *New Zealand Protocol*. In it are the terms under which the next America's Cup will be conducted. And at this writing, significant differences had taken most people a little off guard. No one quite knew what to think.

For example, it sets tentative dates for the next Cup not three years hence, but five — late 1999 to February/March 2000. The site, predictably, are the waters off Auckland, which thankfully bear more of a resemblance to rocking and rolling Fremantle than hohum San Diego.

Another change is reinstituting the Challenger of Record concept, which has not been used since 1983. Instead, there has been a Challenger of Record Committee (CORG), which was responsible for organizing and holding the Challenger elimination series, and for acting as liaison between the challengers and defenders. The *NZ Protocol* calls for those responsibilities to once again be handled by a single club. That club — which issued the first challenge to New Zealand as *Black Magic* was crossing the finish line — was the New York YC, keepers of the Cup for 132 years. All together now: ooooooh noooooooo....

Further modifications of existing procedures include a different type of arbitration panel, a new rule prohibiting the

Blake insisted on serving the drinks himself.

the residency requirement from two years to three, and throwing out all tobacco advertising. The Protocol also seeks to hold yearly IACC contests to keep up interest and momentum for the boats.

It's a tad early to be talking about America's Cup XXX — but hey, we've bent your ear this long, so what the hell. When we called a week after the Cup races were over, all three American syndicates indicated they were 'interested' in the next Cup, but none had issued formal challenges. Among the more interesting post-race rumors was the news that Paul Cayard had been approached by the St. Francis YC as its first choice to lead a Bay Area challenge. Wisely, however, Cayard is keeping his options open at this point. He still has strong ties to Italy and, as sailing's ultimate hired gun, is bound to have his pick of boats on which to sail.

Whether or not *PACT 95* or *America³* return to the fray in Auckland, there are bound to be other American challenges now that the Cup has left San Diego. For the last two Cups, no matter what American syndicate won, the Auld Mug stayed in San Diego. Now it goes to the yacht club and home waters of the winner. In 1987, in Fremantle, the United States fielded five challenger syndicates — including one from the Bay

to 15 challenger syndicates, total — double the field for this just-concluded bout.

As for whether Dennis Conner will be among them, that, too, remains to be seen. He has played a significant part in every America's Cup since 1974, amassing four wins and, now, two losses. No matter how you look at it, he has made a more indelible imprint on this event than any other sailor, living or dead.

But this time around, it seemed his heart was never in it, and his mind was on other projects, perhaps his bid for the Soling berth in the next Olympics, or the next Whitbread campaign.

Dennis Conner will continue to be a formidable presence in sailing. But in this time of transition for the America's Cup, the kindest thing we can say is that, in this arena, he is a fallen hero. Sources from the *Team DC* camp have told us that the only time he ever showed up to sail was on race days. Even then, his participation was usually minimal. And throughout the whole five-month Cup series, he appeared either supremely tired, supremely bored, or both.

In Fremantle, Conner was the skipper people loved to hate. Now he seems like the skipper people just hate. After 25 years in the game, maybe it's finally time for Mighty Casey to hang up his spikes.

— latitude/jr

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ANTIGUA SAILING WEEK —

If you asked Jim Kelly, Gary Jobson and most folks where the center of the sailing universe was in early May, they probably would answer 'San Diego — the America's Cup'. Except for those who prefer to be voyeurs rather than active participants, they

"It was awesome," admits Eamonn Solway, who crewed for Bartz Schneider of Mill Valley, who normally campaigns

"It was incredibly fun," concurs Les Crouch of San Diego, who recently converted his N/M sled *Maverick 1* to a cruising boat. "The weather, the courses, the competition, the parties — every aspect was wonderful."

Frivolous claims? Consider the evidence:

Biggest International Regatta

This year there were 242 entries at Antigua, just about the same as last year. It's true there are domestic and regional regattas that get more entries, but they're not as truly international and don't offer as high a calibre of competition. Further, such regattas are dominated by smaller boats. When it comes to tonnage, nobody is bigger than Antigua.

The 28th annual Sailing Week fleet was divided into 12 classes, with 37 entries in the three hardcore Racing classes; 84 in the three Racing/Cruising classes; 31 in a Racing/Cruising non-spinnaker class; 34 in the two Cruising classes; and 70 in the two Bareboat classes.

Since the average size boat in the regatta

"The big boats, mon", read one of the souvenir T-shirts. But 'big' is a relative term. The 25-year-old 73-foot 'London Calling' was dwarfed in Cruising 1 by 80 and 90-footers.

The racing at Antigua is so hot that the only cool place for a post race drink is . . . in the drink.

couldn't be more wrong.

The center was actually at — as it is early each and every May — 17°N, 61°48'W. That's English Harbor, home of Antigua Sailing Week, which is without a doubt, the biggest, funnest, most diverse international sailing event in the world.

Expeditious on San Francisco Bay. "We all had such a great time that we're thinking about making it part of our annual schedule."

Some of the reasons Antigua Sailing week is so popular and enjoys some of the highest recidivism of any regatta is that it has the best sailing conditions, includes the most women, parties the hardest, and certainly spills the most rum.

KIRK BARKER



THE BIGGEST AND THE BEST

KIRK BARKER



Girls in bikinis aboard a cruising entry trading tacks and catcalls with the guys aboard the serious racer 'Red Stripe Maximizer', a Farr 73. This is what Sailing Week is all about.

competitive Racing III, the Antigua-based SR-27 *Any Taxi* edged last year's winner, the Megles 24 *Enerserve* from St. Martin, and the new California-built, St. Lucia-based B-28 *Sterling Job*.

Racer/Cruiser 1 honors went to *Alphida*, a lovely 60-ft McCurdy & Rhodes-designed vintage woodie from Bermuda, which managed to edge the Dee Smith-driven Swan 65 *Alitea* from Gibraltar and the Swan

57 *Seilan II* from Italy. In Racer/Cruiser II, the Swan 46 *Anse Chastenet* edged the sistership and fellow Monegasque vessel *Rigoletto*, while the FYC 43 *Tadeus* from Argentina was third. Racer/Cruiser III went to *Mithrandir*, an ancient C&C 35 from Barbados, while second and third were snapped up by *Incitatus* and *Bullwinkle*, a couple of Sigma 38s from the United Kingdom.

Cruising 1 was captured by the Canadian-based Swan 65 *Talina*, with the Bowman 66 *Dione* from Antigua taking second. Both would have been beaten by Todd Goodwin's

was about 50 feet and a 'more the merrier' philosophy permeates Antigua, the number of crew was well in excess of 3,000.

All Types, All Sizes

Antigua Sailing Week is the greatest boat show in the world, as you get to see every type and size boat from the newer ultra ultralights such as the Melges 24, to full-blown luxury cruising yachts like the 92-foot *Victoria of Strathearn*, to 40-year-old wooden classics — some of which are remarkably competitive even without an old-age allowance.

In Racing 1, for example, Irvine Laidlaw's new fractional-rigged Swan 62 *Highland Fling* from Monaco bested a fleet that included several other larger Swans, a couple of big Farr boats including Hal Day's old *Winterhawk* from Newport Beach, and the above-mentioned Nelson-Marek 68 *Maverick I*. Show and place in Racing 1 went to the S&S 73 *Encore* and the Swan 68 *Defiance*, both from the East Coast. Racing II was snagged by Tom Hill's spanking new world-class N/M 46 *Titan* from Puerto Rico, with competition from an East Coast-based Taylor 41 *Sheerness* and the Antigua-based Vallicelli 44 *Caccia Alla Volpe*. In extremely



TIM WRIGHT

ANTIGUA SAILING WEEK —



39-year-old S&S 73 Windigo, had the old Hinckley properly executed the penalty for an infraction. Cruising II was claimed by the marvelously maintained Rhodes 29 ketch *Hirondelle* from the U.S. Virgins, yet another superb performer that had been built in '56. Second was *Willow*, a Bowman 46 from the U.K., while *Christina*, a Pearson 33 from Antigua, was third.

Sailing Week is an awful lot of fun — except for the crisis situations. The 92-ft 'Victoria of Strathearn' once found herself 'trapped' on port.

400, sailed by two Brits and an Austrian.

Sailing Week is actually much better than a regular boat show, because it affords participants an unparalleled opportunity to compare the performance of boats in action across a wide spectrum of 'real life' sailing

very narrow for their length — the Sundeer 64s got toasted by all manner of more traditionally shaped boats such as Swans, Centurions, a 23-year-old McCurdy & Rhodes 60 — even a condo-like Irwin 75.

For All Over The World

As you can conclude from the top three division winners listed above — which came from 15 different countries — boats, skippers and crews descend on Antigua from all parts of the sailing world. But the top three finishers in class only tell part of the story, as there were also entries representing Belgium, Hong Kong, France, Switzerland, Trinidad, Denmark, the Netherlands, the British Virgins, Ireland, Spain, Venezuela and South Africa.

As usual, the U.K. had the most entries with 47, while the U.S. had 38, and the Germans — almost exclusively bareboaters — had 36. All in all, more countries were represented in greater numbers than ever before.

Multiculturalism was alive aboard many

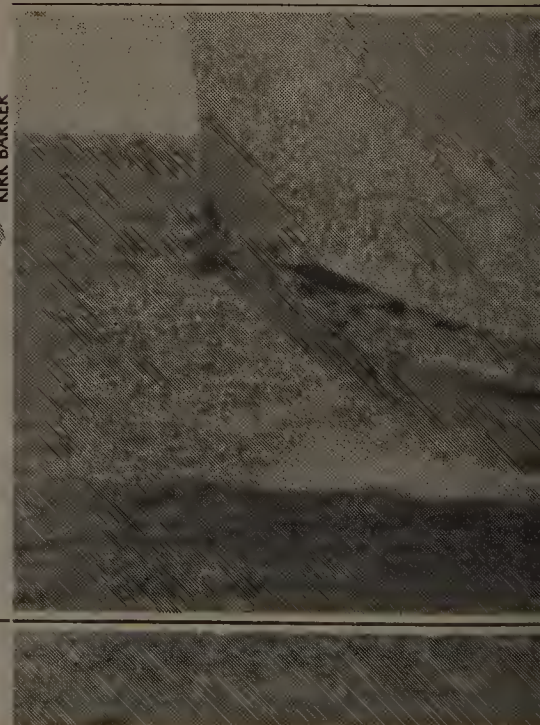


For some entries, winning isn't nearly as important as having fun. Here, a couple of women take a break during the first race for a 'Greenie' on the BBQ deck.

Lest anyone think that Germany wasn't represented, they had 20 of the 35 entries in Bareboat 1, and took all three top slots with Farr 45s by Beneteau. Bareboat II honors went to two Oceanis 440s and an Oceanis

conditions. For example, two of the much-touted Sundeer 64s were entered in the Racing/Cruising class. Despite being among the newer boats with fresher sails, the two 64-footers failed to impress, finished a disappointing 16th and 19th in their 23-boat class, and 69th and 76th in their 84-boat division. As was the case with a Deerfoot 64 and two MacGregor 65s — which are also

KIRK BARKER



THE BIGGEST AND THE BEST

KIRK BARKER



individual boats as well. *Big O*, *Latitude's* charterboat, for example, carried crew who hailed from most corners of the United States



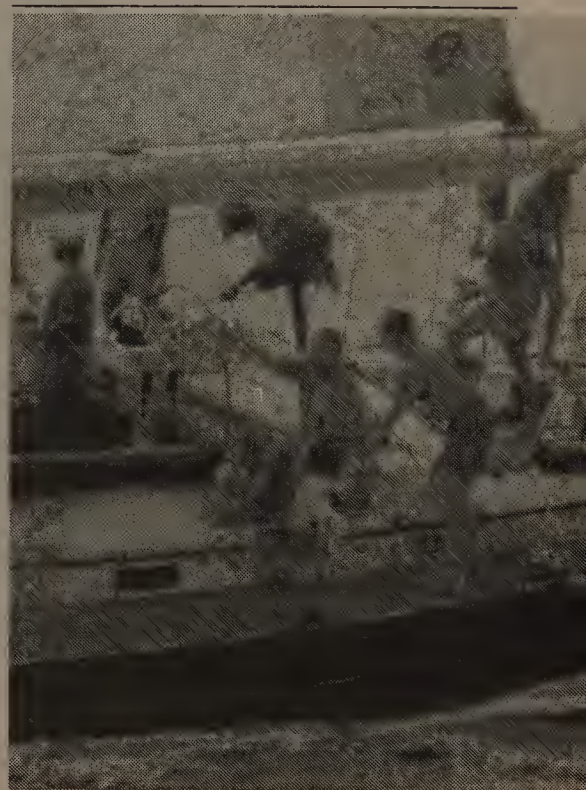
With a racing crew of 25 but only limited water, conservation had to be practiced during post-race showers. The 'water minister' at work.

KIRK BARKER

as well as England, Canada, Bermuda, Ireland, New Caledonia and Antigua — and possibly others. In the previous Sailing Weeks, *Big O* had sailed with crew from Germany, Italy, Spain and Switzerland. For the person who enjoys meeting people from a variety of countries and cultures, there is truly no sailing experience quite like Sailing Week. Only an introvert could have left Antigua without invitations to visit newly-made friends in a number of different countries.

The folks who show up to crew are of all types. Many sail with the owners or charterers back in their home country or are Sailing Week junkies. Others are sailing enthusiasts back home who've recently graduated from university and want to enjoy the wild life before getting serious about a career. Some are singles looking for a good environment in which to get tan and meet members of the opposite sex — although the odds overwhelmingly favor women being successful at this endeavor. Still others are looking to break into the international sailing 'loop', either as paid crew or adventurers. With so many big boats heading to the Northeast, the South Pacific and especially Europe immediately upon the conclusion of Sailing Week, there is no better place in the sailing world to network.

The sailing skills found among the crew are equally diverse. Sprinkled through the fleet are veterans of Whitbreads, America's Cups, ENZA's 75 days around the world, to say nothing of Fastnets, Sydney to Hobarts, Cape Town to Rios, TransPacs — and in some cases, 15 or more Sailing Weeks. More often than at most major regattas, women simply assume positions of responsibility. With a couple of thousand spots as 'rail



Ted Hood at the helm of 'Going Concern', a Little Harbor 68. Antigua is a rare opportunity for 'nobodies' to hit the starting line with a winner of the America's Cup. Hood may be a little past his prime, but he still sailed aggressively.

meat', there's always an opportunity to sail even for willing novices.

Super Sailing Conditions

The easterly trades that normally blow across Antigua are about as consistent a sailing wind as can be found. During the '95 Sailing Week, the wind typically blew at 10

Antigua gives 'oldies but goodies' a chance to strut their stuff. 'Windigo', the famous S&S 73 built by Hinckley in '56 to beat 'Baruna', can still hunt. She took a 15th in class and 36th in fleet in the first race after only partially atoning for a foul. But Todd Goodwin brought his boat back with a 3-2-1-1 record to claim 3rd in the 13-boat class and 4th in the 34-boat fleet.



ANTIGUA SAILING WEEK —



KIRK BARKER

In Antigua, sailors come from all over the world together to work as a team. For example, Devon from England and Joe from Antigua were happy to give support to Andrea of Canada, who'd left her Wonderbra at home.

to 17 knots, with one race a little breezier and another a little lighter.

"The winds were a little lighter than normal this year," says Crouch, "which was wonderful for us. We sailed with the heavy #1 the whole time."

Because it was a little lighter than normal, it was hard on heavy boats and those sailing cruising divisions that prohibit the use of spinnakers and even gennikers. But it was certainly a better and more consistent breeze than found at most regattas, and you'd have been hard-pressed to find any skipper seriously bitching about the breeze. The light wind also meant the seas were flat, even on the windward side of the island.

Heat and the brilliance of the sun are rarely factors when racing on San Francisco Bay, but it's a different story in Antigua. While no individual ever needed more than a hat, sunglasses, a bikini bottom, a gallon of 1,000 SPF sunblock, and a case of beer for an afternoon of racing, those missing any of the key ingredients for even a few hours paid dearly. With temperatures in the high 80s, any warm ocean spray that came over the bow was welcome, and the two times it rained briefly were like a benediction from above.

Like the rest of the Caribbean islands, Antigua is not a scenic wonder on par with the Hawaiian Islands above the water — but on and below the surface, the Caribbean gets the nod. On many occasions during the regatta, boats would be sailing in 30 feet of turquoise ocean — and be able to look over the side and see right to the bottom.

Show us a person who complained about the sailing conditions at Sailing Week, and we'll show you a world-class churl.

Challenging Courses

Sailing Week first-timers often expect a few short races and a lot of rum. They get a

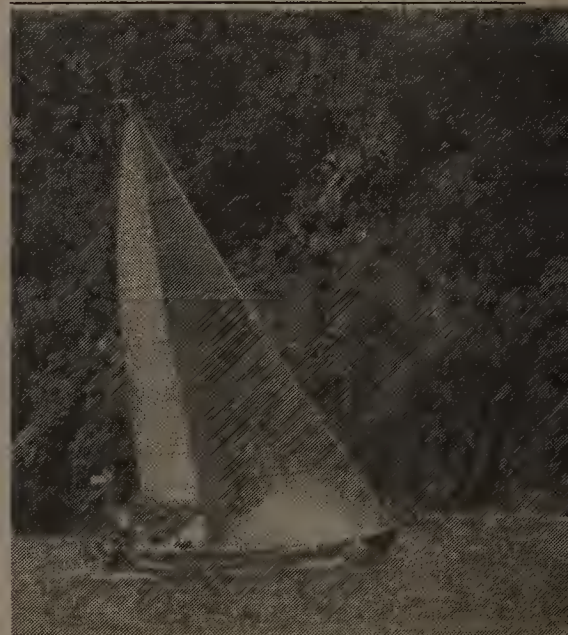
shock. The five-race, no-throw-out series — with one layday in the middle — is rigorous. The courses for the racers averaged 27 miles per day, while the cruisers — who sometimes sailed one leg less — had courses that averaged 24 miles.

Except for the one olympic course in the lee of the island, the races usually involved sailing to weather against a current of a knot or more. Frequent short-tacking along Cades Reef or the rocky south shore of Antigua were necessary to avoid the current, but put boats coming off the beach on port tack into a herd of starboard tackers. Weaving one's way through a disparate starboard tack group that includes a Swan 77, a Columbia 34, an Oyster 55 and a Melges 24 is a hell of a thrill — for those who face no liability in the event of a collision.

Putting so many different size and speed boats on the same courses has been controversial for many years. In 1987, a Swan 65 impaled a barging Capri 25 in one of the most spectacular t-bonings in history. Two years ago, the Ocean 80 *Ocean Leopard* tacked right into the cockpit of a Cheoy Lee 44, nearly splitting the smaller

boat in half. Last year a Moorings charterboat was holed in a port-starboard incident, and was on the bottom within minutes.

To the best of our knowledge, there were only a spat of minor incidents this year, probably in part because of the lighter winds. Bartz Schneider's bareboat was rear-ended by another bareboat, whose skipper admitted responsibility and paid the \$500 in damages. *Maverick 1* reportedly sailed chute first into a mass of stalled boats at the leeward mark of race one, and eventually got a runner tangled in another boat's spreader, but there was only minor fiberglass damage from the resulting bumping.



The trickiest part of Antigua Sailing Week is working the shore of Cades Reef and the rocky shore of the south coast.



THE BIGGEST AND THE BEST



The most spectacular incident we observed was actually a near miss. *Victoria of Strathearn*, a strikingly beautiful three-year-old Camper-Nicholson 92, came off the beach on port tack at about nine knots, and during her attempt to weave her way through the various sized boats found herself with absolutely no where to go. Had she tacked, she would have crunched a boat or two. And being so long, it would have been physically impossible for her to duck the boats coming at her on starboard. With no alternative, she continued ahead on port. Fortunately, the lead starboard boat, about a 60-footer, crashed-tacked just in the nick of time to avoid being dissected by a 100-ton yacht.

As long as vastly different boats sail the same courses, even the most conservative skippers — such as the one driving *Victoria* — can inadvertently find themselves in deep doo-doo. To be potentially on the receiving

Despite the similarity in appearance to Haitian refugee boats, this is actually what the decks of many Antigua entries looked like.



You're the owner of the Swan 77 'Desperado' and she's looking great while hauling butt toward the finish of the first race. What more could you ask? Perhaps that your navigator was paying more attention. Only moments later, the big boat slammed into a reef.

end of such a large yacht is not for the faint of heart, either. Fortunately, serious consideration is being given to separate courses in future years.

Too Much Fun

As if the combination of the long courses and powerful tropical sun aren't debilitating enough, there is the matter of non-stop festivities. Mt. Gay starts it off two nights before the first race with a combination free for all that starts out with free hats and rum, moves on to a big BBQ, and ends up with ebullient dancing to a live band. From then on there are official and unofficial parties every night until the conclusion of the formal Admiral's Ball nine days later. The scope of partying is grand, as it includes many of the locals, for some of whom partying is almost a way of life. Food and booze stalls are everywhere at the end of each race, and without considerable effort, it's impossible to avoid the live music and dancing, which continues long into the warm tropical nights.

Almost all non-violent behavior is tolerated during Sailing Week festivities. During a dance at the upscale Sports Bar at Jolly Harbor, a group of German men and women danced in their underwear. It raised no eyebrows or ire — although the management at this particular place discouraged dancing on the tables. When the large crew of one boat — all right, it was Big O — jumped into the Sports Bar pool at midnight outfitted in everything from swimsuits to cocktail dresses, there was no objection; in fact, many others joined in. Even at midnight people seek relief from the heat.

But the cumulative toll of the racing, the

sun, the rum and the parties is immense.

"As soon as this is over," explained one young party hearty, "I'm taking a vacation so I can recover in order to return to work."

"If I check into the Betty Ford Clinic right after this Sailing Week is over," said another, "my liver should be ready just in time for next year."

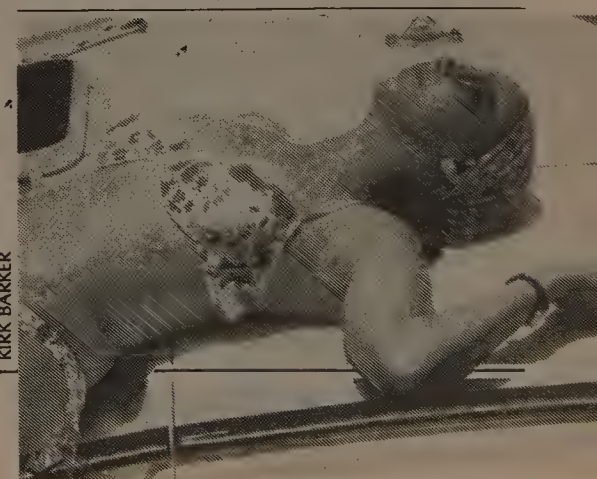
Growth Spurt

This most excellent of international regattas had modest beginnings. Antigua has been the center of crewed charterboat activity in the Caribbean since 1948, when Commander Nicholson agreed to take a group of tourists on a 'down island' adventure aboard his schooner *Mollyhawk*. The crewed charter business evolved, albeit very slowly, from there.

The crewed charter season used to be winter-only, and it became a late spring tradition for charter skippers — many of whom were owner operators — to bring their boats back to Antigua for one last bash before heading their separate ways. Naturally they got to arguing who had the fastest boat, so by 1967 they organized some casual races to settle the matter.

As the event picked up a little steam, the

This is a popular body position in Antigua, most often brought on by too much fun, sun, and rum. But this Irish girl had a good excuse; she'd caught a running backstay block across her forehead. She bled, but finished the series.



KIRK BARKER

ANTIGUA SAILING WEEK



SO BAD, AND SO GOOD

Jol Byerly, the island's leading yacht broker, has won often at Antigua with boats such as the famous schooner 'Lord Jim', the Olson 30 'Riptide', and the Dehler 34 'Hightide' seen here.

Nobody embodies the spirit of Sailing Week more than Byerly. He and his lovely all-woman crew know how to have a good time — they laugh, drink, dance, party hard — and have crew uniforms that consist of nothing more than a minuscule black G-string. Yet they still sail the hell out of their boat.

In this year's 18-boat non-spinnaker Racing-Cruising division, Byerly and his 'Hightide' gals finished second by just one point. In the process, they gave a good pasting to a group that included a J-40, Swan 61, Baltic 55 and Tartan 10.

Antigua Hotel Association — which saw Sailing Week as a way to extend the profitable high season — assumed sponsorship. Originally for charterboats only, by the late '70s, the Kilroys and others began showing up with their serious sailing machines, and the character of Sailing Week became a little more competitive in some divisions.

Latitude did our first Sailing Week charter with *Big O* in '87. There were 85 boats — which seemed like an incredible number — and many of them were huge. In our division alone there was a 175-foot schooner, a 115-ft schooner, a 98-footer, and a bunch of 70 and 80-footers. When *Big O* returned this year for her fourth Sailing Week, participation had jumped by nearly 300% from 1987 — and that doesn't include the 40 or so boats — such as *Ticonderoga* and *Stormy Weather* — which have been siphoned off by the Antigua Classic Regatta held just before Sailing Week. The only thing smaller about this year's event was that for the first time in a long time, there wasn't a single entry over 100 feet. Which is not to say boats that size weren't tied up in Falmouth and English Harbors; they just weren't racing.

If you're interesting in participating in Sailing Week, the entry fee is \$300 and getting your boat rated costs about the same. Understandably, unless you've got a Melges or are cruising in the Caribbean, getting your boat there for a single regatta doesn't make fiscal sense. And in reality, many West Coast cruisers in Antigua opt to hop on one of the other boats, as the possibility of a collision ruining a cruise seems just too great. Then there's the problem of a boat being in cruise mode. We sailed *Big O* this year without benefit of spinnaker poles or anywhere near the maximum sized headsails. It made staying in the top half of the fleet difficult, but didn't have a measurable negative impact on the fun we had.

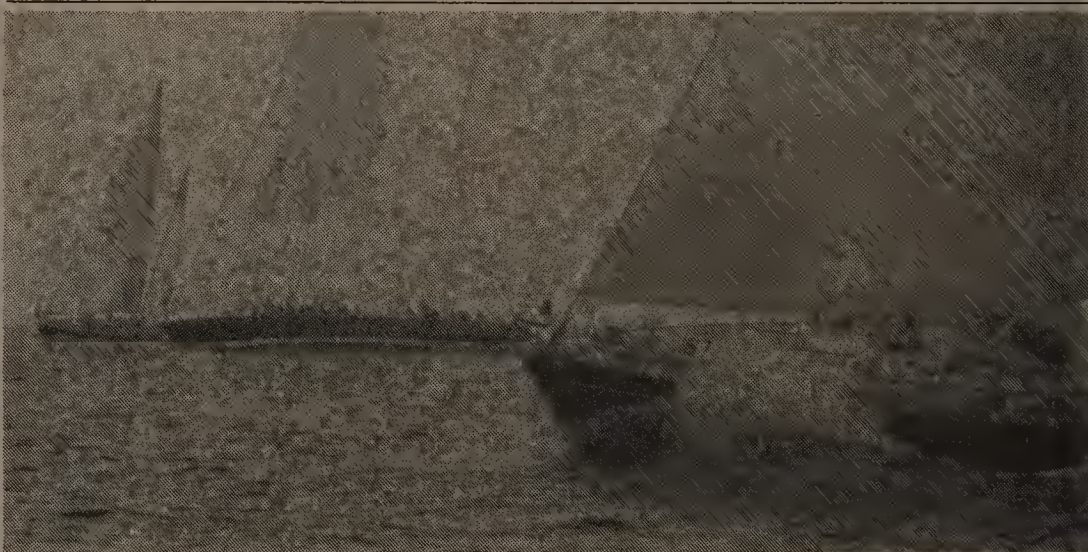
The most convenient way for West Coast sailors to compete in Sailing Week is to charter a boat. The Moorings, Sun Yacht Charters and others outfits bring huge fleets of boats between 36 and 59 feet to Antigua from nearby islands to meet the demand.

"We were extremely happy with Sun Yacht Charters," said Solway. "We got a decent enough boat and they were always there for us, no matter if the head broke down or if it was helpful for us to be shown the way into Jolly Harbor at night."

For those with more competitive spirits and fatter wallets, a large number of Swans are available for charter from St. Martin. No matter what size or type boat you might want to charter, you must do it early because

that's been a real pleasure. After two races this year, much to our surprise we discovered we were going head to head with another legend: past America's Cup champ, noted sailmaker, naval architect, boatyard owner — and class act Ted Hood — aboard one of his Little Harbor 68s. Even more surprising was that we'd beaten him, ill-equipped as *Big O* was for racing, in the first two races. We couldn't wait until the series was over and we could tell our kids we'd beaten an America's Cup champ. Unfortunately, however, Antigua is a five-race series, and Hood gave us a good licking in the remaining three races. But we can honestly say we've never had so a great time losing.

If you enjoy racing — no matter at what



demand for such boats is considerable.

Competing Against Legends

The great thing about sailing in Antigua is you never know quite who or what you'll be sailing against. In past years *Big O* has been in the same class with legends such as *Ticonderoga* and *Stormy Weather* — and

It may not look like much in a small photo, but this is nearly \$10 million in yachts coming off the starting line.

intensity — and you wanted to do one big international event in your life, Antigua Sailing Week — next year it's April 28 through May 4 — would be the one. But don't take our word for it, ask anyone else who has done one.

— latitude 38

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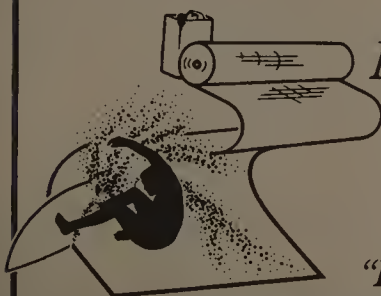
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SEA WINDS SAILING SCHOOL



GARY JOBSON:

In order to reach mass appeal, any sport needs a spokesperson. That person may or may not have been very good at the sport itself. Howard Cosell, for example, wasn't much of a boxer. Frank Gifford, on the other hand, knew his way around the gridiron. When it comes to conveying the

St. Francis YC. In between covering the regatta, he talked a bit about how he navigated his own unique path.

"I want to reduce my travel schedule to 150 days a year."

essence of a sport to the general public, athletic prowess isn't as crucial as being able to communicate.

Mention sailing to the man or woman on the street and they may conjure up Dennis Conner's name. But they may just as likely think of Gary Jobson, the avuncular ESPN television announcer who's carved out his niche as sailing's spokesman. Quite simply, Jobson, 44, has become the first sailor to become well-known not because of his on-the-water accomplishments, but for his savvy in front of a TV camera and behind a microphone.

This isn't to say that Jobson can't sail. He's more of a Frank Gifford than a Howard

A water rat from the small boat crazy town of Toms River, New Jersey, Jobson took part in a local junior sailing program "because that's what you did in the summertime." By the time he was 14, sailing had become his passion and he was on the water virtually all year round. In the winter, he'd frostbite in Philadelphia and on Long Island Sound. In the summer, he earned a crewing spot on an E scow and started traveling to regattas. "Around 1966, I started getting pretty good," he says. That was the year he was named outstanding junior sailor on Barnegat Bay.

By his senior year in high school, Gary was hot property, and New York Maritime College sailing coach Graham Hall was the lucky one who recruited him. During his four

year, he never finished below second in any regatta he sailed. He realized that he wanted to make sailing his career — and unlike most of his contemporaries, that *didn't* mean sailmaking or boatbuilding.

In 1972, Jobson finished second in the North American Inter Class Solo Championships to Robbie Doyle, a young New Englander who would become a well known sailmaker. The pair were standing together after the racing when Ted Turner, who had finished further down the fleet, walked up behind them. He wrapped an arm around each one's shoulders and said, as only the garrulous Georgian can, "Boys, we're going to sail together sometime!"

Doyle's appointment came two years later on Turner's ill-fated America's Cup effort with the 12-Meter *Mariner*. Jobson went about his business, including teaching seminars and clinics around the country and running the sailing camp at the USYRU's Association Island in upstate New York. Gary started promoting the idea that in order for America to win sailing medals at the Olympics, talent had to be both recruited and trained by the USYRU (now US Sailing).

In 1976, Gary attended a USYRU meeting at which he was appointed to the Olympic committee and asked to write a training manual wherein he could lay out some of his ideas. On the plane ride home from the meeting, he sat next to Turner, who asked him to be his tactician for the following year's America's Cup aboard *Courageous*. "Ted told me he'd been thinking about me for a long time," Gary recalls. "He said I was going to help him and he was going to help me."

Over the following year, the duo won the Congressional Cup, the Southern Ocean Racing Circuit and the America's Cup. True to his word, Turner took Jobson under his wing and showed him how to succeed in business. "He brought me to his offices in Atlanta for a week," he says. "I attended board meetings and luncheons. Here I was, 26 years old, all I'd done was sail and I was just soaking this all in. Ted's help was tremendously valuable to me."

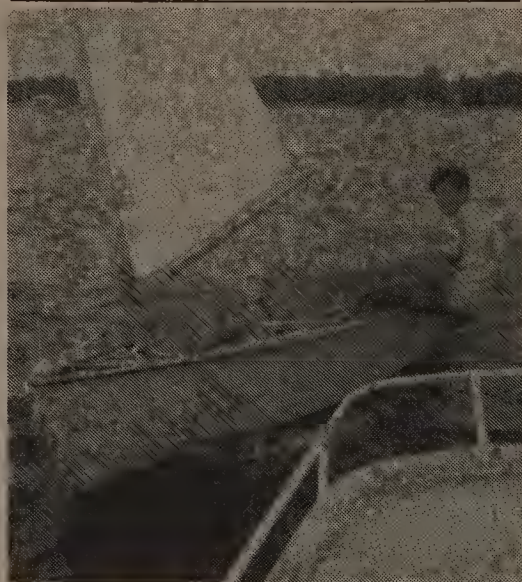
Among the business precepts that Turner imparted were the following: Do something no one else has done. Be organized. Put in the time and work hard. Don't be greedy. Worry about the job and not the money. Deliver.

Although Gary had lined up a job coaching sailing at the U.S. Naval Academy after the *Courageous* victory, he was too



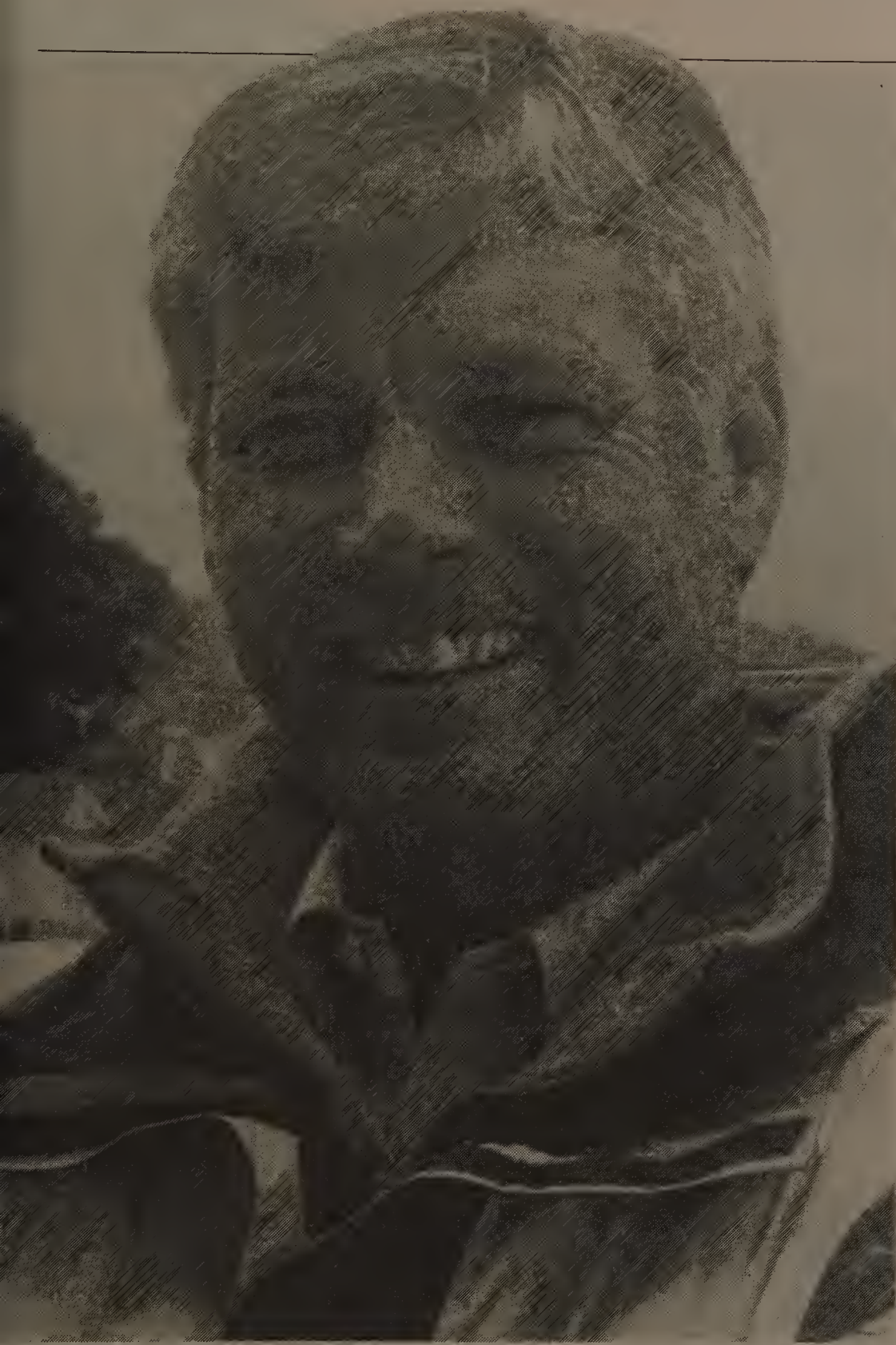
A career is launched: Gary (standing), age 8, took junior sailing lessons "because that's what you did in the summertime" in Toms River, NJ.

Cosell in this department, having served as Ted Turner's tactician during their successful America's Cup defense in 1977. Before that, he was an intercollegiate sailing champion at the New York Maritime Academy and a coach for four years at the U.S. Merchant Marine Academy. During a recent hiatus from his America's Cup duties in San Diego for ESPN, Jobson visited San Francisco to film the Brut Cup match racing series at the



Gary, age 20, was an accomplished dinghy sailor. Among other honors, he was twice voted the 'College Sailor of the Year'.

year college career, Jobson, competed in about 2,000 races, all of which were cataloged. "I was on a mission to prove myself," he says. "The first couple of years I was kind of a loud-mouthed wise guy. Then I learned to stay out of the protest room." In his senior



Sailor, author, television commentator: The ubiquitous Gary Jobson is one of the 'good guys' in our sport.

pumped up about bigger challenges. He also wasn't thrilled about trying to make it through life on a coach's salary. Turner came through with another bonus: a 50-50 split on the \$15,000 advance for the sailing book *The Racing Edge*. Ted gave his name and expertise and Gary wrote it. Turner also lined up a spokesperson job for Gary with Michelob for another \$3,000. With a little over \$10,000 in his pocket, Jobson decided

to strike out on his own.

"I found I had a knack for speaking," he says, "and I started going around the country giving 100 lectures a year. I didn't charge much, but I was fine-tuning my skills. I also set myself apart from other sailors by hitting all the major sailing markets every year."

Other sailing projects presented themselves along the way. Jobson and Turner won the notorious Fastnet Race in 1979, further adding to both their reputations. Early in the 1980s, Gary hooked up with Tom Blackaller and raised \$4.1 million for

their *Defender* America's Cup campaign. The boat proved slow but the campaign saw the emergence of some considerable talent, notably Paul Cayard, who is now Dennis Conner's driver on *Stars & Stripes*.

Fortune smiled on Jobson again in 1985. Although he signed on with Buddy Melges' *Heart of America* America's Cup campaign, he began to realize that the Cup races in Australia were going to be very big. ESPN, the sports television channel, was thinking along the same lines. "I knew the guy who won in Perth was going to be a giant hero," Gary says. "The second biggest guy was going to be the one bringing the action to the viewers. I had the experience and the credentials, so I left Buddy's campaign to give it a shot. I didn't know anything about TV, but I figured it was worth the risk. As it turned out, the America's Cup was magic that year and I was ready. From then on, doors have just kept opening for me."

As a case in point, Gary says that the sailing companies he used to represent, such as Hard Sails, Barient and High Seas, have been replaced by bigger concerns, such as IBM, Whitbread, Heineken and Faberge (who put on the Brut Cup in San Francisco). Instead of promoting sailing products, he's now using sailing as a selling tool.

Only twice in his career has Jobson actually been paid to sail. One was a stint on the Frers 54 *Jubilation*. The second was his ten month hitch with Bill Koch's *America³* campaign for the 1992 America's Cup, an employment which he now regrets. "I didn't adhere to one of my basic principles," he says, "which is to go with your first instinct. I approached the Cup from the point of view that good sailing would win, but Koch's a technology guy and I didn't think he'd do it the way I wanted it done. Yet there was the excitement of a good paycheck and another America's Cup."

Jobson contends that he left his imprint on the *A³* effort in three areas. One was recruiting a team that proved itself resilient. Second was the defense elimination trials format that produced a fast boat in *A³*. Third was adding Jim Pugh, John Reichel and Doug Peterson to the design team. "I wanted some intuitive guys helping us out," says Gary.

Two different versions of what happened to end the relationship have emerged. Gary says he pushed Koch to establish some objective criteria for who would be on the crew and who wouldn't. Koch, he says, just wanted the sailors with the best attitude and he, Koch, would pick who they were. Koch,

GARY JOBSON:

in his new book *To The Third Power*, implies that Gary was the one with the attitude problem and that "one of his (Jobson's) greatest weaknesses is mental toughness. . . in tough situations, Gary tends to give up."

Gary scoffs at the book's account of the breakdown. "*To The Third Power*," he says, "is totally inaccurate. It should be cataloged on the fiction shelf at the library. He claims I lack mental toughness, but I was mentally tough enough to leave him."

substitution of a man on the boat near the end of the defender trials. "Bill's got to learn that you just can't cancel out on promises like that," he says.

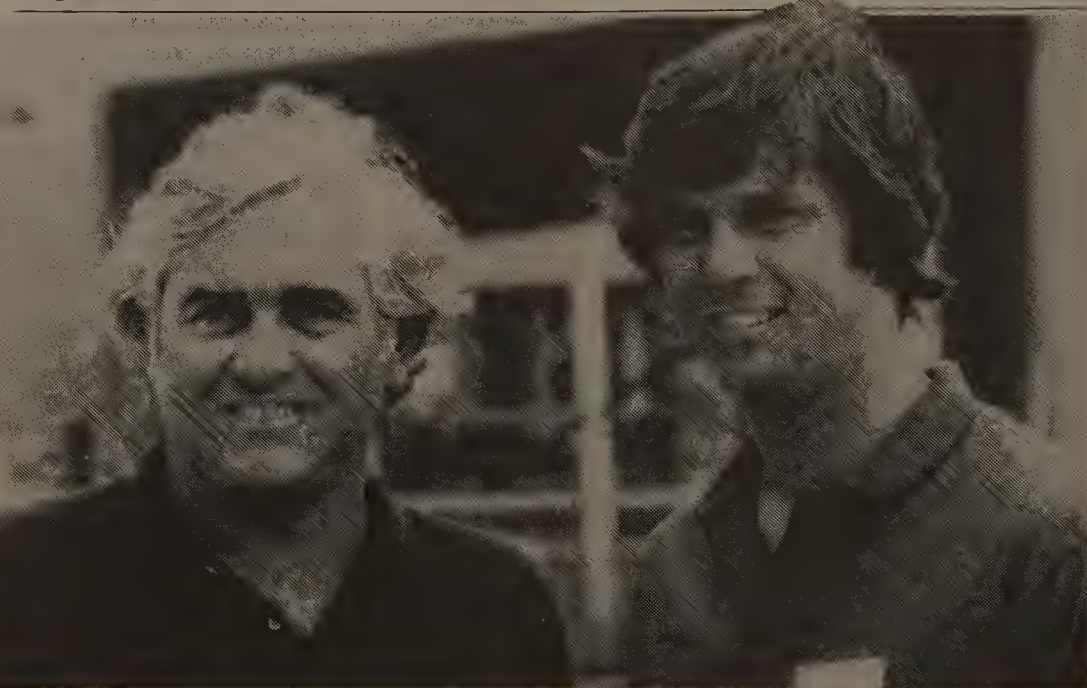
After *America*³, Jobson vowed to redirect his competitive energies away from



LATITUDE ARCHIVES

ideas to sponsors, getting the air time, lining up the talent and putting the production crew together.

The grind of doing this work is enormous. Jobson already has a couple of million air miles to his credit and he's on the road 250 days a year. With a wife and three daughters back home in Maryland, this kind of pace takes its toll. "I want to reduce my travel schedule to 150 days a year," he says.



Gary and the late Tom Blackaller, circa 1983. Blackaller and Ted Turner both had profound influences on Jobson's life and career.

The relationship between the two men is now cordial but restrained, and neither seeks out the other's company. Jobson does credit the Kansan with helping the U.S. Olympic effort and he applauded Koch's all-women Cup effort this year. He also criticized the

sailing and into his television work. In 1994 alone, he packaged 35 original programs for ESPN. His role encompassed selling the

SOUND BITES

"I don't view myself as a spokesman. I pride myself to be beholden to no one except ESPN. I'm not afraid to take a stand. I learned that from Turner. Honesty always wins out. I may not always be right, but it gives the audience a perspective."

"Everything stagnates if the America's Cup stays in one place too long. It would be good for the sport if the Cup goes to New Zealand. The enthusiasm of the Kiwis is infectious. They have 5,000 spectator boats on the starting line for the Whitbread, and guys like Blake, Dalton, Coutts and Dickson are national heroes."

"Being from the Ted Turner/Tom Blackaller school of sailing, Dennis Conner was always the enemy, but he's evolved and matured in an interesting way. Dennis

probably realizes his skill level is slipping, so he gets Paul Cayard, another arch-enemy, in there. Paul was sailing the boat 80 percent of the time and beat two faster boats in the defense trials with *Stars & Stripes*. I give Dennis credit for that."

"The America's Cup is still too expensive. I'd like to see syndicates limited to one boat, less training time, restricted crew salaries and restricted equipment. I'd like the boats to be more one design in order to take away the need for lots of testing. The most refreshing thing about the 1995 defense trials was that the best sailors won. It was a triumph of sailing skills and seamanship over advanced technology."

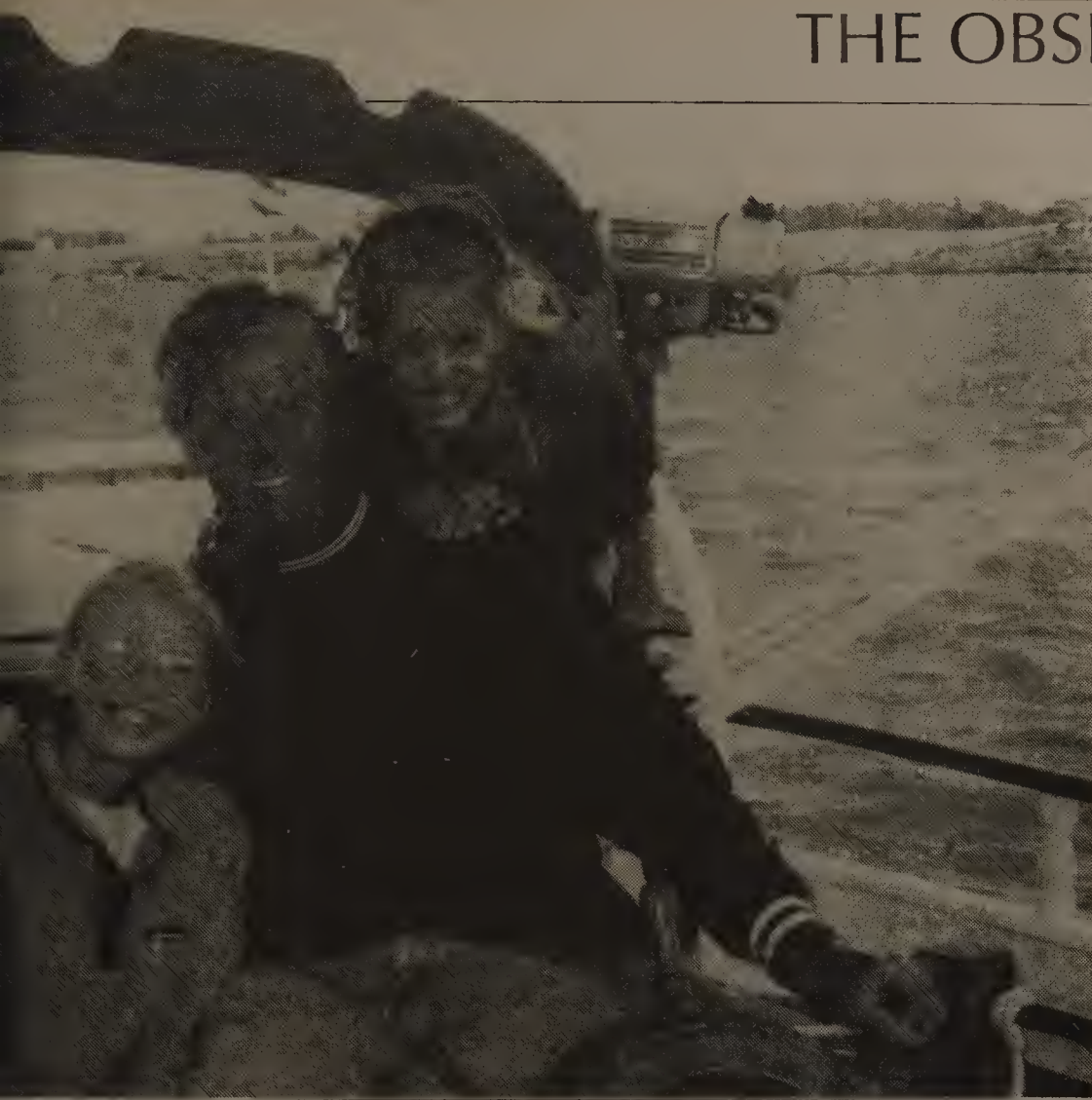
"The America's Cup is the sport's marquee event. It attracts television and once

something's exciting on TV there's an opportunity to bring non-sailors to the sport. Occasionally you get a charismatic character, like Turner or Blackaller, but we don't really have someone like that now. Maybe Cayard can evolve into that type of personality."

"I try to show sailing in a positive light and to feature all aspects of the sport. I think we're seeing an effect. When I travel, dealers shake my arm off in thanks for bringing people to sailing. These newcomers are changing the sport, too. They aren't rushing out to buy a boat. There are more charter boats, sailing schools and community sailing programs. In general, people have shorter periods of leisure time and less disposable income and it's harder to buy a big boat."

"I thought the IMS was pretty good in

THE OBSERVER OBSERVED



Gary and his girls (Ashleigh, Kristi and Brooke) aboard 'Silver Heels' during last August's cruise.

The most often asked question at his public appearances these days is "Do you still sail?" Actually, he does. He races quite frequently on boats like the 62-footer *Merrythought*, the Mumm 36 *Moxie*, an Etchells and a J/22. He no longer considers

1993, but then the designers tweaked the rule and made half the fleet obsolete. There aren't that many owners that you can do that to. If you change the rule every year, you kill the incentive to buy a new boat. You have to have a system where someone can commit to buying a bigger boat and then it'll be competitive for five or six years. This isn't the 1960s where you buy a new model car every year."

"The brightest spot in sailing today is one design. It's coming back and you'll find more and more big boat one designs. Rich DeVos, owner of *Windquest*, wants to start a one design 48-footer class. The Mumm 36 is doing well on the East Coast, although the class has fallen into the hands of the professionals and it costs \$200,000 a year to campaign a boat."

winning the sole reason to get on a sailboat, however, and has discovered cruising. Last summer he and his family spent a month on their 42-foot schooner *Silver Heels* and they plan to repeat that again this year. Gary also ventured to Cape Horn not too long ago, climbing glaciers and sailing around the Cape with former round-the-world racer Skip Novak. The piece became a television special. In December, he'll head south again for

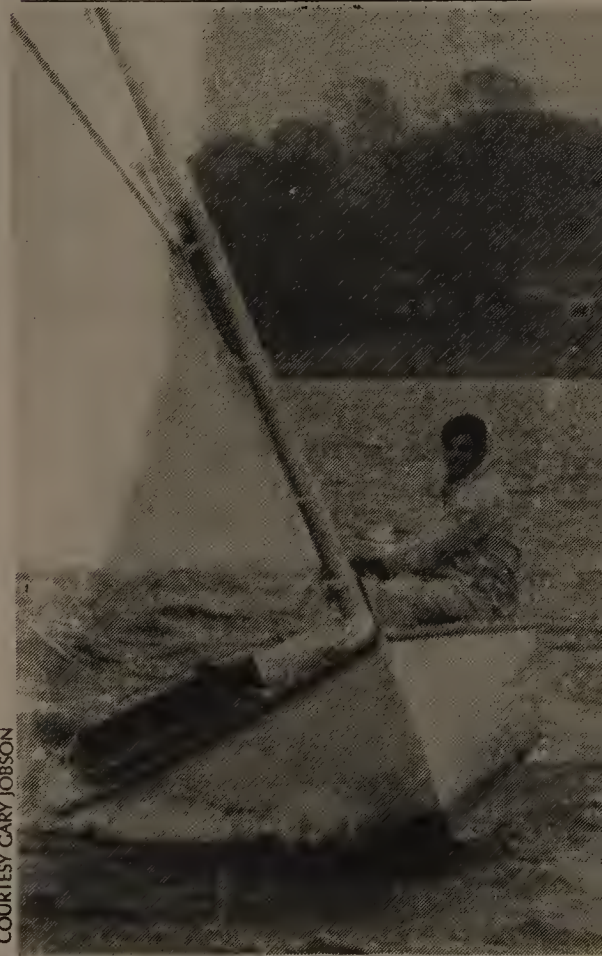
"U.S. Sailing has long struggled with the definition of an 'amateur' and a 'professional'. The current wording doesn't work, and no one is happy. In my book, a professional is someone who is paid to race; an amateur is someone who is not. Trying to define how people work within the marine industry is very unfair. A simple definition would go a long way in clarifying this sticky problem."

"The tragic passing of Larry Klein during the last Big Boat Series serves as a reminder that even inshore racing has its perils. On Chesapeake Bay in 1994, twenty-three lives were lost in boating accidents. . . Small boat sailors are long accustomed to wearing life jackets. Event organizers may soon consider requiring life jackets to be worn on larger boats as well."

a voyage with Novak to Antarctica, which will become another ESPN show.

While dampened, the competitive fires haven't been extinguished. Gary was instrumental in getting the next Whitbread Round the World Race to stop in Annapolis, and he'd like to put together an American racing effort to complement that event. He's also not completely cured of the America's Cup bug. "There's a trend that I like in the Cup," he says, "which is where older guys like John Bertrand, Peter Blake and Dennis Conner have turned the steering over to younger guys, but they're still on the boat and in charge. I'd consider doing something like that, especially if the Cup leaves San Diego."

By the time you read this, the answer to this last question will have been answered. Which raises yet another: would Jobson step away from the camera to take another stab

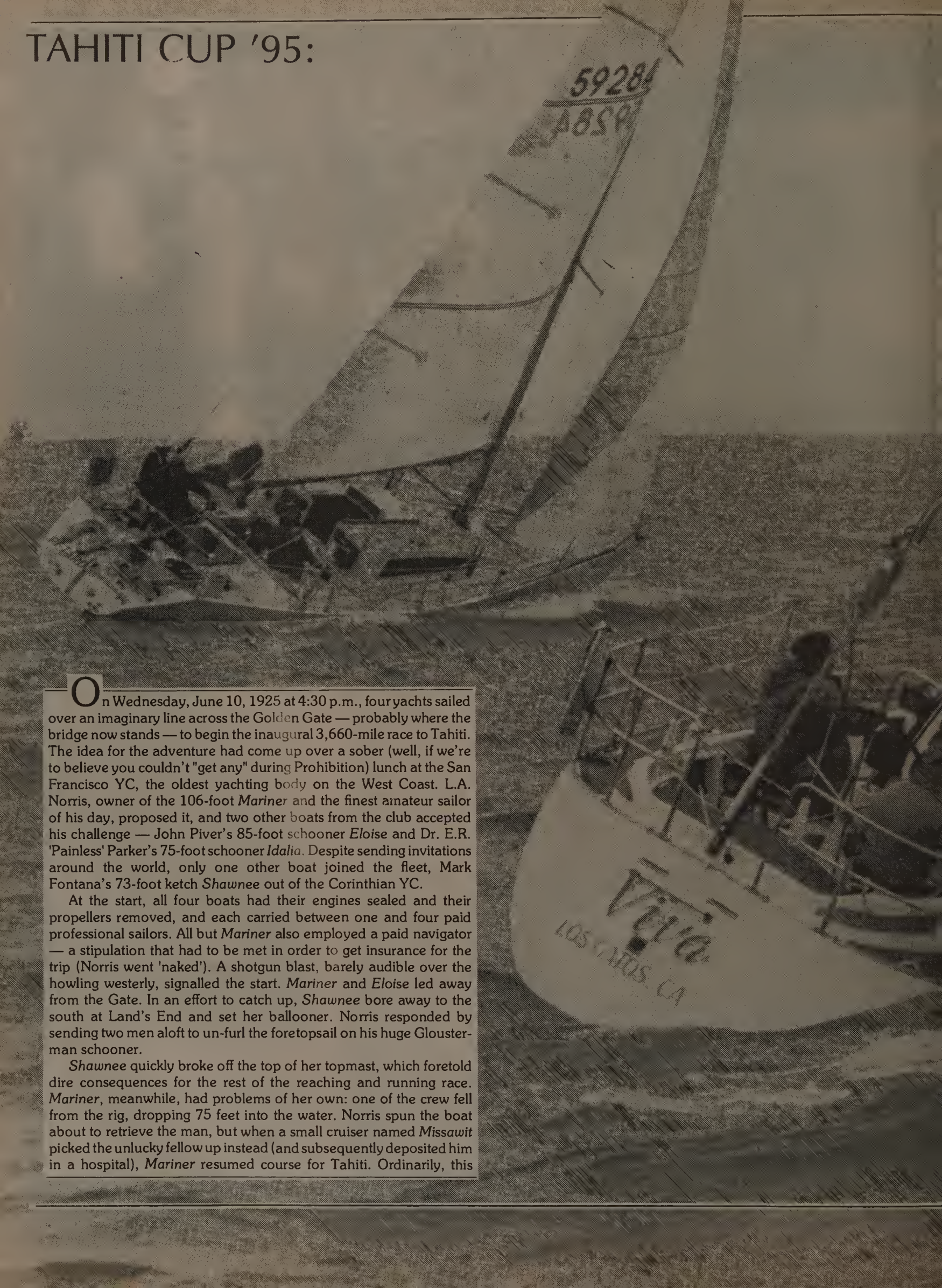


Catting around Toms River back in 1966, age 16.

at sailing glory, or will he remain in the announcer's booth, where he's carved out a singular stature? It is, perhaps, a Solomonic conundrum, but one worthy of the sailor who has almost singlehandedly helmed the sport of sailing into the media mainstream.

— shimon van collie

TAHITI CUP '95:



On Wednesday, June 10, 1925 at 4:30 p.m., four yachts sailed over an imaginary line across the Golden Gate — probably where the bridge now stands — to begin the inaugural 3,660-mile race to Tahiti. The idea for the adventure had come up over a sober (well, if we're to believe you couldn't "get any" during Prohibition) lunch at the San Francisco YC, the oldest yachting body on the West Coast. L.A. Norris, owner of the 106-foot *Mariner* and the finest amateur sailor of his day, proposed it, and two other boats from the club accepted his challenge — John Piver's 85-foot schooner *Eloise* and Dr. E.R. 'Painless' Parker's 75-foot schooner *Idalia*. Despite sending invitations around the world, only one other boat joined the fleet, Mark Fontana's 73-foot ketch *Shawnee* out of the Corinthian YC.

At the start, all four boats had their engines sealed and their propellers removed, and each carried between one and four paid professional sailors. All but *Mariner* also employed a paid navigator — a stipulation that had to be met in order to get insurance for the trip (Norris went 'naked'). A shotgun blast, barely audible over the howling westerly, signalled the start. *Mariner* and *Eloise* led away from the Gate. In an effort to catch up, *Shawnee* bore away to the south at Land's End and set her balloon. Norris responded by sending two men aloft to un-furl the foretopsail on his huge Gloucester-man schooner.

Shawnee quickly broke off the top of her topmast, which foretold dire consequences for the rest of the reaching and running race. *Mariner*, meanwhile, had problems of her own: one of the crew fell from the rig, dropping 75 feet into the water. Norris spun the boat about to retrieve the man, but when a small cruiser named *Missawit* picked the unlucky fellow up instead (and subsequently deposited him in a hospital), *Mariner* resumed course for Tahiti. Ordinarily, this

THE SECOND COMING



TAHITI CUP '95

would have disqualified *Mariner*, but the race committee raced around in a fast powerboat and quickly got all skippers to waive the inconvenient rule, allowing Norris to stay in the race. *Mariner* went on to clobber the fleet, sailing the course in 21 days, 12 hours — and beating the second boat by six days!

Fast-forwarding almost 70 years to the day, six modern racer/cruisers left from Harding Rock buoy at 11:40 a.m. on Saturday, May 20, in the inaugural Tahiti Cup. The start, held in moderate breeze and under gray skies, was — yawn — quite routine. No one fell overboard, no topmasts broke, no rules were bent. Keith Buck's pre-race favorite *Petard*, a still lethal 19-year-old cold-molded Farr 36, led off the line. Not unexpectedly, Larry Hoffman's SC 50 *Yukon Jack*, the biggest boat, was out front by the time the fleet reached the Bridge. When last seen, all boats were moving smartly toward the horizon in a freshening northwesterly.

The three-boat Hawaii contingent was scheduled to join the race a week later, on May 27. Readers of last month's preview may recognize that the San Francisco fleet



Once thought lost in the great St. Francis YC fire, the original Tahiti Cup turned up in New Orleans last March after a relative of L.A. Norris noticed a mention in 'Latitude 38'. Photo spread on opening pages, 'Petard' and 'Viva' head out the Golden Gate.

lost an entry, Frank Delfer's *Crealock 37 Oregon Native*. That ugly, all-purpose, universal excuse — "business reasons" —

was the only feedback we heard. Delfer's longtime crewmember Eric Jungemann was so bummed out by his friend's last minute decision to bail that he bought an Olson 30 as a consolation prize, and is already plotting to compete in either next summer's SSS TransPac or the doublehanded division of the Pacific Cup.

But back to the Tahiti Cup: everyone had better finish by mid-June, especially as the awards ceremony is scheduled for the 18th at Tahiti YC in Papeete. With any luck we'll have a semblance of a story — or at least the results — in our next issue.

Meanwhile, if you can't wait a month for the results and want to follow the Tahiti Cup in 'real time', you can call (510) 939-9885 for periodic updates though June 9. As we went to press three days into the race, *Yukon Jack* was ahead, and everybody else was clumped in moderate air a short distance behind. But it's way too early in the game to start engraving the trophy. Tune in next month to see who won.

— latitude/rkm



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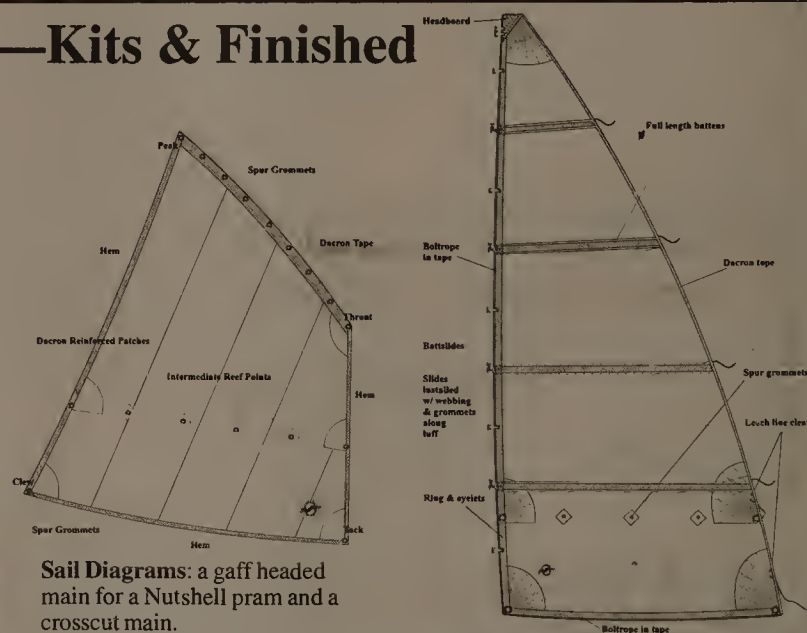
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Please read *Latitude 38* of May 1994 issue in *Letters*. Gary Lockrow of the Yacht *Raven* says it all.

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RAY JASON'S

Without a Net

A thousand miles from the nearest land is a great place for philosophical reflection but a lousy place for visual reflection. Because when you can lean over the side of your sleeping sloop and see yourself with mirror-like clarity, you are Becalmed with a capital B.

The three previous days had also been completely windless and now even the long, deep ocean swell — what I like to call the Breathing of the Beast — had disappeared. From horizon to horizon the sea was so eerily still and intensely blue that it seemed like the Sky Bosun had decided to whip up a batch of Windex-jello.

Usually I find such surroundings soothing; but this time I was seething. That's because a woman was waiting — a special woman.

We met following one of my juggling shows at San Francisco's finest street fair — the Union Street Festival. Caroline let the rest of the crowd fill my hat and disperse before she came up to me. At this time I didn't know that she modelled for fitness magazines, but the lycra tank top and bicycle shorts should have tipped me off. Interestingly enough, her first words to me were exactly what I was thinking as she approached.

"Thank you."

"For what?" came my uncertain reply.

"For making me laugh so many times through the years."

She then placed a neatly-folded lump of greenbacks into my hand and closed my fingers around them. While placing the bills in my pocket I mumbled something inane like, "I'd rather have your phone number than your money."

To her immense credit she didn't give me her number. But we did have a pleasant, playful chat for a few minutes before she headed off for the booths and bustle of the street fair.

Several minutes later while readying my props for the next show, I remembered her offering. When I removed it from my pocket,

personality traits helped to win my everlasting affection.

The first occurred at her apartment when



'Travelin' Man' Ray Jason and friends.

she asked me to "Thaw out some plastic." When I indicated I didn't know what the fridge she was talking about, she instructed me to open the ice box and figure it out. There in the freezer I found three credit cards encased in ice in little Ziploc bags. It was her clever way of restraining herself from using them too often.

At the restaurant a second endearing trait revealed itself. She insisted that the *maitre d'* find us a table where we could sit beside each other instead of across from each other. To an unreformed and unrepentant romantic like myself, this was a sublime gesture.

For the next month we had an exquisite time together until I had to depart on the Singlehanded TransPac to Hawaii. The race took me 20 days followed by a few days of celebrating with the other skippers and a week preparing *Aventura* for the long, tough trip home to San Francisco.

The return voyage turned into a contest also — a race for romance. Caroline was flying off with her parents to spend two weeks on a cruise ship. They were leaving in 32 days. My last sail back from Hanalei Bay

three days of calms, but now only four gallons of diesel fuel remained. This I had to save for my final approach to San Francisco,

which can be so treacherous with the fog and the currents and the shipping. Which brings us back to the seething singlehander on the stone-still sea.

Every two hours I would put out this radio message: "Any vessel, any vessel, any vessel — this is the sailboat *Aventura*. Can anyone read me?"

No one could. At least for the first couple of days. And then suddenly there was a response to my broadcast. A wonderful, deep, Zorba the Greek voice identified himself as the captain of a 700-foot bulk carrier and asked if I was in distress.

I replied that sloop and skipper were fine but that I could really use some weather info. Once the wind returned I wanted to know what course to steer to find more of it.

He asked for my position and went to check his weatherfax. He returned bearing bad tidings and he even used American slang to express them.

"I have some bad news and some worse news. Do you want to hear it?"

"No, but I probably should."

"Okay, here goes. (Where did he learn his mall English?) The Pacific High Pressure Zone of no wind stretches from Hawaii to Alaska to Nevada. That's the bad news. The worse news is that your position is on the crossbar on the 'H' which marks the center of the High.

I groaned like a poor loser at a blackjack table. This brought a sympathetic response from the master of the bulk carrier.

"What's the problem?" he said. (It was so strange hearing this suburban slang delivered with his ouzo accent.)

"My problem is that I've been becalmed for four days and have used all but my emergency fuel. I'm on a tight schedule to get back to San Francisco and it looks like I might not make it."

"There wouldn't happen to be a woman involved, would there?"

The Greeks have a long history of longing for the women they've left behind as they face the perils of the sea; so his intuition did not surprise me.

"Indeed there would," came my honest reply.

"Well, maybe I can help you. We could give you some fuel."

"There wouldn't happen to be a woman involved, would there?"

instead of the expected four or five dollars, I discovered five \$20 bills.

Later that day Caroline paid me a return visit and I was able to thank her and suggest that we spend the \$100 on a lovely dinner somewhere. On that first date two of her little

a few years before had taken 29 days.

So there was no time to dawdle. And no time to waddle — which was about all that my sloop and I were doing on this windless water.

I had motored slowly through the first

SEA GYPSY VIGNETTES

My celestial navigation for the last few days had been a bit nonchalant and I hadn't concerned myself too much with where the cur-

"Indeed there would," came my honest reply.

rent was drifting me. So who knows where I actually was in relation to the big Greek carrier of not just bulk but kindness?

A little over a day later the wind
All sailors know the frustration of being 'a painted ship on a painted ocean'.

Visions of my fuel injectors trying to pump his ship's fuel, which has the consistency of a Calistoga mud bath, into my little diesel were so unsettling that I was slow in responding to his generous offer. But finally I managed to say, "Thanks, but no thanks. Your fuel wouldn't work in my engine."

"Thanks, but no thanks. Hey, I like that one. Hold on while I write it down."

When he came back on the radio, he said that of course he wasn't going to give me his heavy bunker fuel, but some regular diesel fuel. They used it in some of their small generators. His plan was to cross my bow and drop a few large plastic jerry jugs into the water. By not filling them completely, they retain sufficient buoyancy. I could then use some of my emergency fuel to motor over and pick them up. Captain Zorba, as I now thought of him, said that he had done this once before for a singlehander in the Indian Ocean. And since he understood that I was impressed by his mastery of American idioms, he paused for dramatic effect before saying "It worked like a charm!"

His generous offer to help had me so ecstatic that I couldn't have been any happier if the Swedish Bikini Team had been about to parachute in and gang massage me. The captain was obviously enjoying this break from their normal routine because his next transmission was "Here we come, ready or not."

A few minutes later he said that he had me on his radar six miles directly ahead. I looked astern but could see nothing on the tinted glass sea. Normally a ship that size should be visible at that distance. I chalked it up to haze on the horizon. His next radio message got me to worrying a little.

"Why did you alter course to starboard?"

"I didn't alter course. My engine isn't even on yet. I'm just bobbing around."

Could the stillness and the heat have unknowingly put me to sleep so that I was daydreaming this entire incident? His next call made me pinch myself to insure that I was awake.

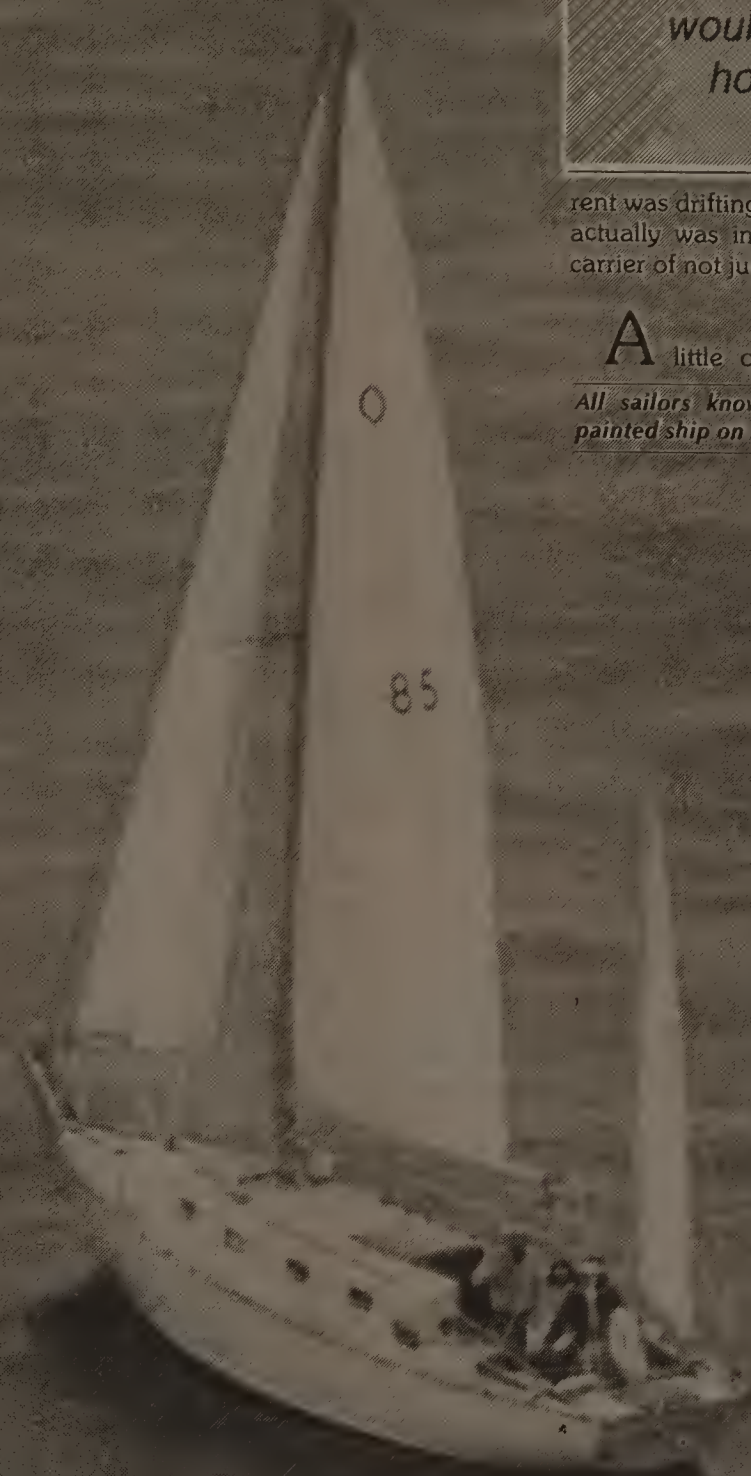
"Why did you turn to port? And why did you shoot off that orange smoke flare?"

"Captain," I said, "How many masts does my boat have?"

"Two," came his reply. It was also about the same distance in nautical miles that my spirits sank when I heard this news.

Of course, the crew of the poor little ketch that thought it was being stalked by a 700-foot ship probably felt emotions far more powerful than just disappointment.

But since their radio obviously wasn't working I never got to speak with them. Nor did I ever get to see Captain Zorba's ship.



RAY JASON'S SEA GYPSY VIGNETTES

turned. Most sailors will verify that the wind you get is usually too much or not enough of the wind you want. I like to describe this

because the height of the pole is even with the top of my head. As I released the jib sheet the boat suddenly lurched and I found

"I have some bad news and some worse news. . . "

phenomenon as "either too passive or too massive!"

And sure enough, it built from Force Nil to Force ShriII very quickly. But since I was in a hurry and since it was aft of the beam I poled out the jib, eased the main, hung on and grinned. The ride was so wild and exhilarating that I started thinking of my stout little sloop as my RTV — Rodeo Training Vehicle.

Every few hours I'd reduce sail until by sunset a triple-reefed main was more than enough. With darkness coming I needed to return the spinnaker pole to its secure position. The inboard end slides up a long track on the front of the mast and the outboard end clips into a chock at the base of the stick.

The pole was now pulled against the port side of the headstay and firmly held there by the downhaul tension. I needed to release the sheet from the jaws so that the pole would be free to slide up the mast track. So as I had done a hundred times before, I unhooked the cockpit tether that attaches to my safety harness and clipped on one of my foredeck tethers. These are deliberately longer so that I can work either side of the bow.

Up at the headstay I reached up to pull the line which opens the jaws and frees the sheet. This is a tip-toe operation for me

myself hanging on for dear life or wet death. Apparently the downhaul had let go because the pole had swung out over the water with me gripping it like the devil's chin-up bar.

The first arc that it made was particularly memorable because the back of my thighs slammed into the stainless steel bow pulpit as I got carried out over the ocean. The end of that first arc was equally unforgettable because what abruptly stopped it was the 8-foot tether attached to the harness in the middle of my chest.

On its next swing back to the headstay, my knees slammed into the bow pulpit almost causing me to lose my grip. I was beginning to feel like the star in an action movie except that there was no crew just out of range of the camera's eye to watch over me.

On about the fifth swing back and forth, my arm strength was just about gone and I knew that if I wasn't soon decisive I would be soon deceased. So the next time that the pole careened back towards the bow, I let go and tried to dive back onto the foredeck.

Olympic judges would probably have given me high marks for degree of difficulty, but not many for style. My right shoulder slammed into the starboard top of the bow pulpit just after my right ankle bone slammed

onto the top of the port bow pulpit. Then my body jackknifed at the waist and bounced onto the foredeck. The final impact was my hipbone slugging the anchor windlass.

During the whole episode I have no recollection of being terrified, but as soon as my body came to rest I started shaking uncontrollably. In order to regain my composure I had to wrap myself around the windlass in the fetal position and gradually slow down my breathing and my sobbing.

For I was certain that had I lost my grip and fallen into the sea I would not have been able to pull myself back aboard. The flare of the bow, the height of the topsides and the speed of the boat would have made it nearly impossible. My only chance would have been to unhook my tether and try to work my way aft where the boat is lower and attempt to pull myself aboard.

More likely, I would have been dragged along to a slow, grim death attached to my lovely *Aventura*.

But unless this is being ghost written that did not happen. In fact, the whole story has a happy ending because I made it back to Caroline with two days to spare.

When I eased my boat into Pier 39, she and about 10 other friends were there with champagne and smiles to celebrate my return. Many toasts were made and when it was my turn to make one I raised my glass and said, "To my bowling balls!!!" Because if I had not spent 10 years juggling them I might not have had enough strength to survive my recent ordeal.

Naturally, my friends were a bit curious about my rather odd toast and so I told them the story.

Just as I have now told you the story.

— ray jason



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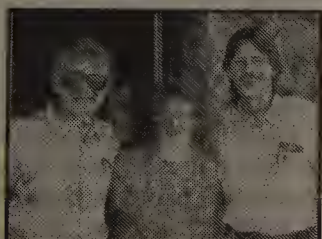
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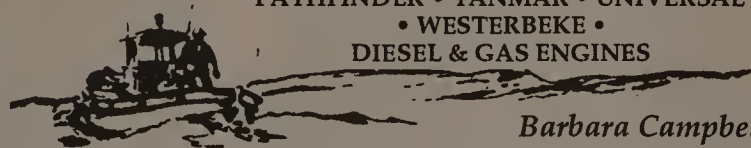
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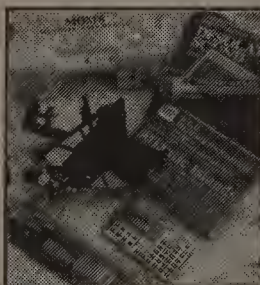
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48TH NEWPORT-ENSENADA RACE:

"Remind me to skip the Ensenada Race for at least a decade!" joked sailmaker Kame Richards, who helped John Linneman win their class in the Beneteau 45f5 *Mystical Creampuffs*. "This last one was just about perfect, easily the best of the dozen or so I've been on. There may never be another one like it!"

Lots of folks on the 408 boats which sailed (out of 426 entries) in the 48th Newport to Ensenada Race echoed that sentiment: This was a standout year for the 125-mile race, which more often than not is a light air crapshoot/mobile cocktail party. This time, however, a minor miracle occurred: a few hours after the high noon start off the Newport Pier, a pleasant 12 to 15-knot westerly kicked in — and actually held through the night. The usual holes in the breeze weren't there, at least until the fleet was inside Bahia de Todos Santos within sight of the finish line. Though no elapsed time records were broken, the average time for the fleet was believed to be collectively the fastest ever: even the last boat to finish, an Ericson 38 called *Pegasus*, crossed the line after only 30 hours, 20 minutes — instead of the usual 45 or so hours that the



record, set last year in his America's Cup catamaran *Stars & Stripes*, by about 13 minutes. *Pyewacket*, Roy Disney's steroid-popping SC 70, came even closer to the monohull record, finishing in 12 hours, 15 minutes — only 2½ minutes off Dennis Choate's 1983 time in the 68-footer *Saga*. If it was any consolation, Disney won the ULDB class in the process — and *Pyewacket* looked lethal in her new 'super sled' configuration.

Swiftsure, Doug Mongeon's remodeled N/M 68, took the 12-boat ULDB 70 class, as well as IOR corrected time honors. Unlike the majority of the sleds, *Swiftsure* never tacked out to sea off the starting line — rather, they just patiently sailed down the coast, getting lifted as the breeze filled in and obviously sailing the shortest course. Like most class winners, they left the Coronado Islands a few miles to port, and then jibed fairly soon thereafter for the approach to the finish. They completed the race in 12 hours, 50 minutes. (*Swiftsure*, incidentally, will be for sale after the TransPac, as Mongeon's new steed, the Andrews 56 *Amoré*, is nearing completion.)

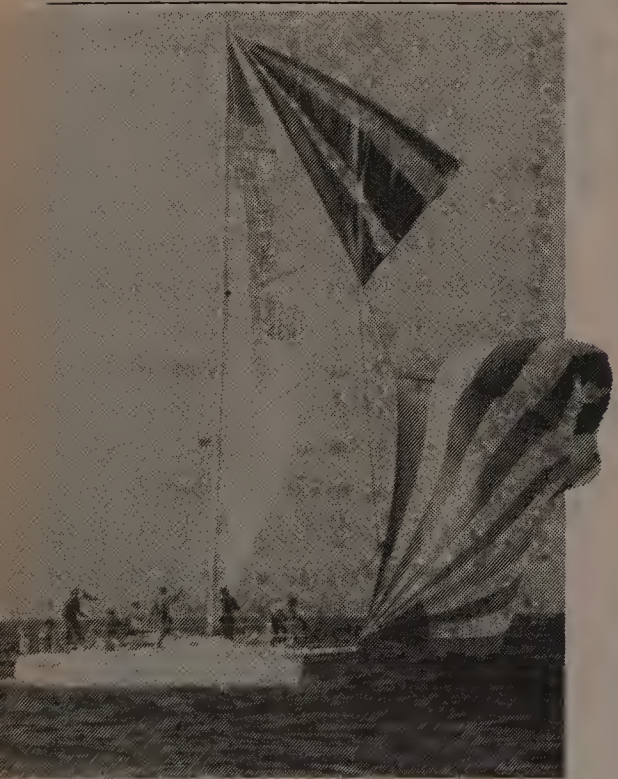
The overall winner under PHRF, which encompassed the vast majority of the fleet, was *Pumpkins*, an Ericson 27 skippered by

Cocktail hour on 'It's OK!' — rum, wine or beer? Luckily, there were no sobriety check-points during the race.

Ed Mann, who like Mongeon also sailed for the Dana Point YC. While most of the bigger boats parked for several hours off Ensenada as the sun rose, *Pumpkins* and the other small boats never stopped. The entire fleet was accounted for by dinnertime Saturday, inundating the finish line with several clumps of 30 or 40 finishers at a time. At one point, 200 boats finished within two hours, a nightmare for the race committee. Somehow they figured out all the results in time to give away nearly 75 trophies (plus 35 perpetuals) at the awards ceremony Sunday afternoon.

"Come on down," the message on our phone machine had said. "We're racing in a three-boat IMS class — no pressure! But we'll have a great group on board, and we're gonna go in style. You won't believe the food we're ordering!"

It was an intriguing offer, and a few weeks later we found ourselves on Lew Beery's Andrews 43 *It's OK!* motoring out of Newport Harbor to the starting line on the grey, foggy morning of Friday, April 28. Part of the



The J/120 'Windshear' lets one rip. "We were just field-testing the luff tapes!" claimed crewmembers Jeff Trask and Dave Wilke.

tailenders usually take.

At the front end of the fleet, Steve Fossett's globe-trotting 60-foot trimaran *Lakota* pulled into Ensenada just after dark, posting a teeth-rattling 8 hours, 42 minutes elapsed time. They missed Dennis Conner's

ANOTHER TEQUILA SUNRISE



ALL PHOTOS LATITUDE/ROB

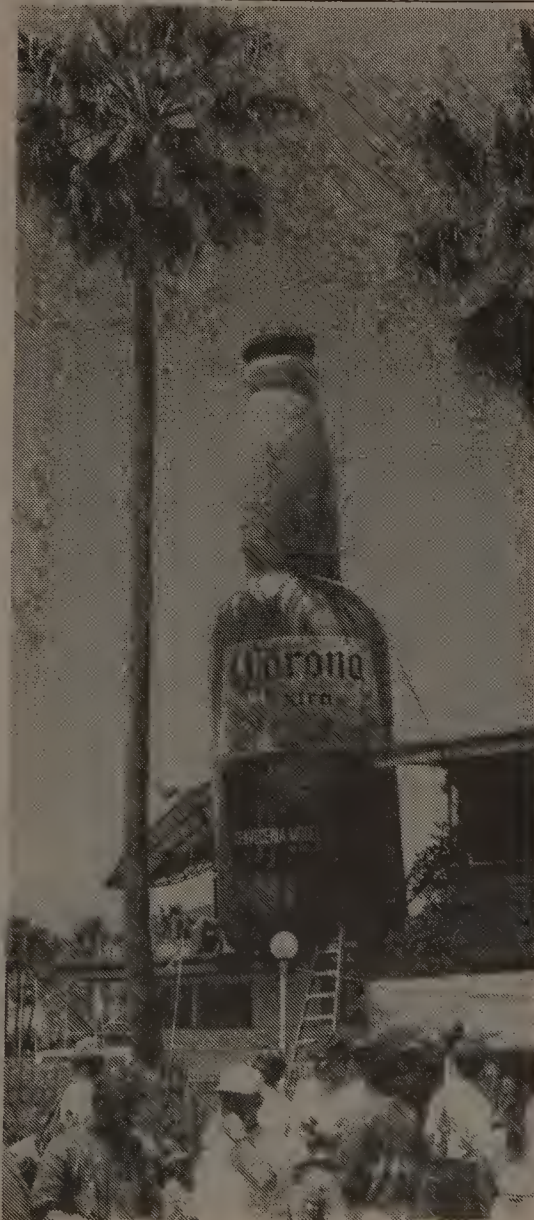
fog was in our heads, as most of the crew had been out 'training' for the race the night before, first at the Balboa YC bar and then at the Bahia Corinthian YC kick-off party. Beery, a most generous owner, also threw a dockside bon voyage party that morning — our 9-man crew, resplendent in new matching crew uniforms, and guests were treated to a champagne and bloody mary send-off. We've done TransPacs with less fanfare!

But as we soon figured out, the Ensenada Race is more of an 'event' than a 'race', and scoring 'style points' is at least as important as finishing position (except perhaps with the exception of the always competitive sled class and the Cal 50s). And why not, when the race itself is normally about as meaningful as a six-pack of back-to-back Three Bridge Fiascos? It's a light-hearted deal, to say the least — kind of a waterworld version of the Bay to Breakers Race. Where else but the start of an Ensenada Race would you see four guys wearing rubber O.J. Simpson masks aboard a Melges 24 called *White Ford Bronco*?

Our start was spot-on, courtesy of helmsman Craig Fletcher. There was the usual shouting in the pack behind us, and we heard later that there were several collisions

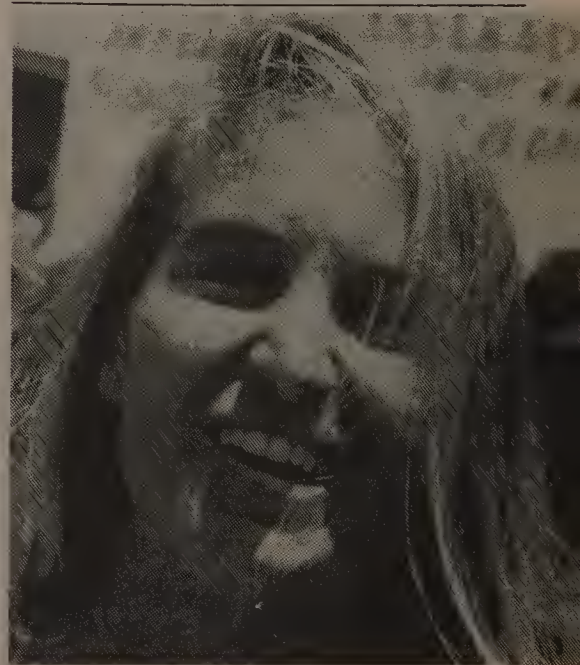
during the long starting sequence (the SC 70 *Orient Express* was tossed, among others). After an hour or two of light air beating — during which time most of the new 36-boat cruising division motored happily by us — the wind had gone right far enough to set the shy kite. We began to see occasional double-digits on the speedo, and were feeling pretty smug about getting down the rhumbline in such a hurry.

By then, *Trader*, the Andrews IMS maxi from the Great Lakes, was going off the horizon in front of us. Our only other competitor, the Wylie 45 *Heartbeat*, was just ahead and inside, but we seemed to be catching them. There wasn't much to do except sit on the rail, polish off a beer or two and eagerly await dinner, which was scheduled to begin at 6 p.m. Andy Rose, our versatile tactician/cook, had thoughtfully printed menus — in French, no less — to commemorate the gastronomic occasion, so



we knew that we were in for a treat.

Right from the beginning, the meal surpassed all expectations: Early courses included caviar on potato pancakes, jumbo shrimp and other delicacies. During this time, *It's OK!* broached for the first time anyone can remember: "Eaaaase the main!"



Above, Olympic boardsailor Lanee Butler. Left, the king of Mexican beers.

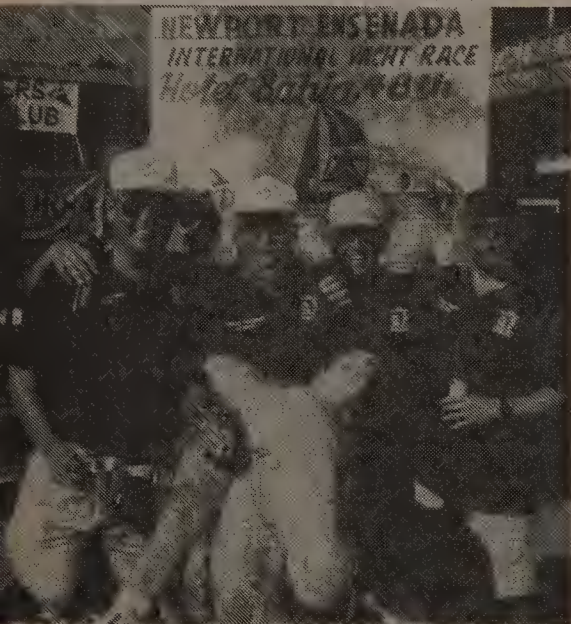
called the helmsman. "I caaaan't!" replied main trimmer Dave Vietor, who had a novel excuse — he had a glass of chardonnay in one hand and a silver platter of *hors d'oeuvres* in the other! Fortunately, the wind continued to come aft as dinner progressed, levelling out the boat.

Our first sit-down course, served to half the crew at once on the dinette table below, was lobster on the half-shell, smothered with sauce and served cold. Naturally, different bottles of great wine, seven all told, were offered with each course. After sailing for an hour or so to regain an appetite and let the other watch eat, we headed down for the main course: rack of lamb with all the trimmings! Then it was on deck again until dessert was served, a chocolate concoction no one had room for. The 'moveable feast' finally ended around midnight with cigars and a bottle of 30-year-old port. It was truly a memorable meal, easily the best we've ever had during a race (and better than most we've ever had on land). Maximum style points!

While we were busy gorging ourselves, 24-year-old Lanee Butler — the top ranked woman Mistral boardsailer in the country — was having a more spartan experience. For the second year in a row, she

48TH NEWPORT-ENSENADA RACE

'stand-up sailed' the 125-mile course as an unofficial entry, this year bettering her time from 29½ to 21½ hours. "It was easier than before, mostly because I knew what to expect," said Lanee, who did the trip to raise



John Linneman (left) and his winning 'Creampuff' crew. Even weirder things are rumored to have taken place on the Bahia Hotel's stone donkeys.

funds for her '96 Olympic campaign. "This time, I actually had enough energy left over to go out to the bars on Saturday night!"

Escorted by a 23-foot Mako powerboat, Butler sailed straight through except for brief pit stops to wolf down Powerbars. Some stops were unplanned: "I fell four times, mostly on nosesides," she said. "It was hard to concentrate at night. . . I started imagining things." Like everyone else in the fleet, she was surrounded by dolphins several times, and at one point a whale came within 50 feet. It must have been an eerie trip, especially at night.

Given the favorable winds and subsequent quick race, the majority of the estimated 2,500 participants were well rested and ready to kill a few more brain cells on Saturday night. Though hardly as wild as the 'good old days' — back when the race was held on Cinco de Mayo and 700-some boats attended — the sailors imbibed with south-of-the-border abandon. Billed as the 'Largest International Yacht Race in the World' (England's Cowes Week and probably several others are larger, but they're not 'international'), the Ensenada Race still lives up to its reputation as one of the more legendary parties on the sailing circuit.

The Bahia Hotel, which doubled as race headquarters, was the center of the good times, which overflowed onto the streets and



With the Mexican peso devalued to an all-time low, racers could afford economy-sized bottles of adult beverages.

out five or six blocks to Hussong's, Papa's and Beer and other watering holes. Being in Mexico on Saturday is obviously a license to party — and the exuberant racers carried on into the wee hours. "It makes the Vallejo Race seem like a church picnic in compar-

Sailing Association (NOSA), almost every boat contributed a Hefty garbage bag full of used clothes to the local people — a nice gesture of giving something back to the community they invade each spring. "It's weird to go from the wealth of Orange County to the grubbiness of Ensenada all in one day," said Kame, who added with a grin, "Actually, Newport feels more like a foreign town to me than Ensenada!"

Two Bay Area boats ended up winning trophies this year: As noted earlier, *Mystical Creampuffs* won her 25-boat PHRF class, while Gary Helms sailed his F-31 *Bad Boy* to second place (behind a sistership from Oregon) in the 23-boat multihull fleet. "This was my first Ensenada Race, and I loved it," claimed Gary. "These modern fold-up trimarans are just perfect for this kind of racing!" There were also dozens of Bay Area sailors scattered throughout the fleet, and everyone we bumped into professed to be having a great time.

On *It's OK!*, we corrected out second to *Trader*, which, unlike us, didn't have the opportunity to enjoy the sunrise from the parking lot just a mile from the finish line. But no one on our crew lost any sleep over

ENSENADA RACE RESULTS

IOR — 1) *Phantom* (ex-Starship I), N/M 68; 2) *Amante*, Choate 48. (7 boats)
 IMS — 1) *Trader*, Andrews 78. (3 boats)
 SLED — 1) *Swiftsure*, N/M 68; 2) *Grand Illusion*, SC 70; 3) *Alchemy*, DenCho 70. (12 boats)
 CAL 50 — 1) *Medicine Man*, Andrews 56; 2) *Aldora*, Andrews 56. (8 boats)
 ULDB — 1) *Pyewacket*, SC 70+; 2) *Pressure Cooker*, SC 52; 3) *Fast Break*, Olson 40. (17 boats)
 MULTIHULL — 1) *Tri Dreamin*, F-31; 2) *Bad Boy*, F-31; 3) *Bonster*, F-31. (23 boats)
 SCHOCK 35 — 1) *Pipeline*. (5 boats)
 PHRF A — 1) *Volcano*, Frers 64; 2) *Starlight Express*, J/130; 3) *Cadenza*, N/M 45. (26 boats)
 PHRF B — 1) *Mystical Creampuffs*, Beneteau 4515; 2) *Falcon*, Wilderness 40; 3) *J-OK*, J/105. (25 boats)
 PHRF C — 1) *Stoker*, North American 40; 2) *Blue Star*, Olson 30; 3) *Jiffy Too*, Olson 30. (29 boats)
 PHRF D — 1) *Hetaira*, Santana 37; 2) *La Diana*, Contessa 35; 3) *Tranquility*, CF 37. (29 boats)
 PHRF E — 1) *Outlaw*, Ericson 33; 2) *Lickity*

Split, Catalina 38; 3) *Foggy Notion*, Catalina 38. (28 boats)

PHRF F — 1) *Valerie*, Ericson 41; 2) *Ferae Nature*, Peterson 44; 3) *Magic*, Peterson 44. (41 boats)

PHRF G — 1) *Zephyrus*, Cheoy Lee 38; 2) *Callisto II*, Catalina 34; 3) *Casablanca*, C&C 38. (24 boats)

PHRF H — 1) *Desperado*, Morgan 45; 2) *Sheezaliedee*, CF 27; 3) *Jubilee*, Catalina 30. (31 boats)

PHRF I — 1) *Elan*, Santana 30; 2) *Tie Breaker*, Ranger 28; 3) *Front Page*, Santana 30. (23 boats)

PHRF J — 1) *Day Dream*, Pearson 32; 2) *Meridian*, Islander 32; 3) *Stampede*, Capri 22. (15 boats)

PHRF K — 1) *Pumpkins*, Ericson 27; 2) *Serena*, Catalina 27; 3) *Aphrodite*, Catalina 27. (22 boats)

CRUISE — 1) *Pisces*, Catalina 30; 2) *Invictus*, Islander 36; 3) *Music*, Hunter 35. (45 boats)

ANCIENT MARINER — 1) *Samarang*, 43-foot schooner; 2) *South Pacific*, Alden 37; 3) *Stella Maris*, 40-foot sloop. (12 boats)

ison," claimed Scott Easom, who sailed on a Baltic 41.

But despite the party mentality, the racers brought more than their thirst with them to the impoverished Mexican seaport. At the request of race organizers Newport Ocean

the end result — after all, this wasn't exactly the Whitbread Race or the America's Cup. It was just another Ensenada Race, where playing hard — not winning or losing — is the name of the game.

— latitude/rkm

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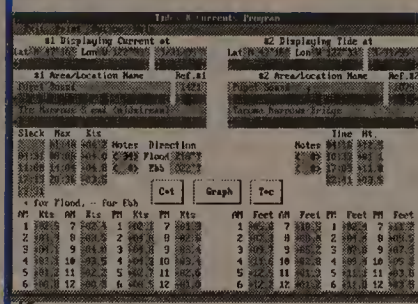
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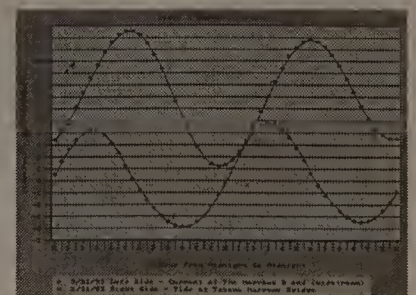
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MAX EBB:

"T his time for sure!" predicted our skipper as he edged our boat out into the tide for another try at Point Bonita. The wind was barely enough to keep shape in the sails, and we could see the foamy boundary between the Bonita Cove back-eddy we were hiding in and the strong flood outside the protection of the point.

But as soon as our bow crossed that line it was pulled way to leeward, and by the time the whole boat had crossed into the flood we were careening back towards the Gate, sails slatting. The current was subtracting from the wind speed, and since the two speeds were both about equal, we were left with nothing. We drifted for perhaps a quarter of a mile before crossing back into the tide relief, where we could begin to work back up to the point. It would be our third shot at it.

I had been invited along as a 'guest navigator' on a large racer/cruiser, a nicely appointed yacht that still managed to win its share of ocean races. Quite a treat to be out in the ocean on something this big and fast. Now if only the wind would blow like it did last week. . .

"At least those little boats are still stuck at the Bridge," I reassured the crew. "Big boats like this have a huge advantage in these conditions, because there are places where we can make progress over the bottom when the small boats can't."

This was important. We were fighting for overall points in the ocean series with a much smaller and older boat, one that was very well sailed and extremely well rated. If my analysis was correct, our competition would take hours just to get outside the Bay, let alone round Point Bonita in this light air and strong flood.

So we worked up under the point again, observing several other boats that had joined our gaggle in the back-eddy try and fail to get around. We rounded as close as our skipper dared, giving a wide berth to the one area where he thought there was a submerged rock.

"There's another option that seems to combine some of the features of both systems," said the trimmer. "It's called the 'ORCA System'."

No use. As soon as we were right off the point, in the full strength of the flood, we were washed backwards at three knots, the fastest over-the-bottom speed shown on the new differential GPS all morning. This time we were even farther back when we crossed back into the tide relief.

Even worse, we found ourselves alongside the smaller boat that we needed to beat. Somehow they had worked their way past

Lime Point — maybe the wind was just beginning to funnel in through the Gate, giving them enough pressure to make progress against the flood.

"Y o, Max!" hailed an all-too-familiar young woman from the foredeck of our arch-enemy boat. "Find any wind up at Bonita?" It was Lee Helm, and she was sailing for our toughest competition.

"It's always like this out here," I responded. "Have any trouble with the tide under the Gate?"

"We took our time getting under the bridge," she answered. "But there's, like, no rush." Her last comment was apparently directed at our jib trimmer, who was scrutinizing his trim and making some small adjustments. "I mean, you'll just have to park here in 'Lot B' 'til the tide changes or the wind fills in."

"You're right about the waiting," I said, breaking the volley of snooty one-upsmanship. "We just whiffed for the third time. Nobody's getting around at all, except that Santa Cruz 50."

"We're going to try anyway, Max. We can get in a little closer to the rocks than you can. Can we, umm, play through?"

Since conditions hadn't changed at all, it was clear that we were not getting around the point for a while. So we luffed up to the tide line just long enough to let Lee's boat slip by to leeward, then fell in behind them. We'd hold back while they went for it.

And as we predicted, a few minutes later they were circling backwards like a piece of flotsam, and a few minutes after that they were back with us in the tide relief in the cove.

"This could go on for hours!" said Lee, back within easy hailing range.

"Yes, and the boat that breaks away first is going to win. Nice day to be on a big boat — eh, Lee?"

"You're forgetting one thing, Max. This race is being scored time-on-time. So the longer we sit here, the more time allowance we rack up! Let's see. . ."

I had forgotten about that time-on-time scoring. But Lee was right. As an experiment some of the races were time-on-time this



year. Lee finished her calculation. "For every minute we're stuck here you give us another nine seconds on the finish line. And since we already started 15 minutes after you did — I mean, like, you do the math."

The boats separated again, as our much taller rig and longer waterline pushed us ahead.

"Maybe going to time-on-time was a mistake after all," said our skipper. He had been one of the advocates of the new system at the last meeting of the Ocean Racing Association.

"What was the rationale for the switch?" I asked.

"Well, in favorable tide conditions — out on an ebb, back on a flood, and nothing funny with the wind — the small boats always clean our clocks. It's because we sail what amounts to a much shorter course, and it doesn't seem to make much difference how we sail the race, they have an easy time of it."

"And it's just the reverse in contrary-tide races," added the trimmer. "The small boats — and that one your friend's on in particular — can't touch us."

"So it was getting to be just a weather and tide contest," continued the owner. "With time-on-time, we give the small boats less time for a fast race, and more time for a slow race. It seemed to make perfect sense, and

TIME FOR TIME ON TIME?



The Point San Pablo parking lot: It would be interesting to rescure the Vallejo Race using time-on-time, as well as the ORCA system.

when we went back and re-scored some old race results, the corrected finish orders seemed to be more fair."

"Well this certainly isn't more fair," I noted. "As soon as the wind fills in we'll both be off down the course, as if the race started right here all over again. But with the clock ticking the whole time, we owe them a monstrous time allowance."

"That's the big problem with time-on-time," said the trimmer. "It only works when conditions are uniformly slow. In reality, light air or contrary tides make for very unsteady speed made good. Holes, parking lots, places where some boats get through and some don't — they're big problems under this system. Also, when the wind is light the relative speed differences between large and small boats isn't nearly as predictable, because they're not sailing at hull speed. That's why seconds per mile still works, even in light air."

"I first started racing when I was just a kid in England," said the owner. "We used time-on-time for all our races, and had some really close handicap finishes in a mixed fleet. There was never any thought of using time-on-distance — it just didn't seem nearly

as rational."

Meanwhile we were slowly approaching the end of our tide relief, and the skipper worked us out into the flood for another attempt. This time going even closer to that submerged rock, and at one point I was sure I saw a trace of foam as the trough of a swell passed over the alleged danger spot.

"Dinghy fleets usually don't have any choice but to use time-on-time," the trimmer pointed out. "That's because they use temporary marks, and at least until the last couple of years, the race committee had no easy way of determining the course distance. They just go out and throw the marks down where they look like they'll make a good race course. So they couldn't use time-on-distance even if they wanted to."

"I never thought of it that way," said the owner as we once again lost steerage and tumbled back in the direction of the Golden Gate Bridge.

It took a long time to regain control and drift back into the good water. Once back in control, the foredeck crew came aft to join us for our slow drift back into position to try again. No reason to worry too much about weight trim now, as we weren't going anywhere until the wind decided to fill.

"The way I look at it," said the foredeck

crew, "the biggest problem with time-on-time is that I can't put a watch on another boat during the race and figure out who's winning. This is supposed to be racing! If the competitors can't tell who's ahead without a computer, then it's kind of pointless, in my humble opinion."

"Lee didn't seem to have any trouble doing the calculations on the fly when we sailed by a few minutes ago," I pointed out.

"What's your point?" he joked.

"Of course, one way to solve the problem is to use distance-on-distance," suggested the trimmer.

"How does that work?" we asked.

"They use it for the Friendship Sloop regatta in Maine. On one leg of the course, each boat has a different buoy to round, distance adjusted depending on the size and speed of the boat. You get everyone starting at the same time, you get boat-for-boat finishes, and everyone is, in theory, on the course for the same length of time, so no one takes advantage of the wind dying or building."

"Has this been used anywhere else?"

"LongPac used to do that. Every competitor gets a different longitude to cross before returning, but they had to scrap that system because in order to give the smallest boats a course that met the 400 mile Single-handed TransPac qualifying sail minimum,

MAX EBB:

the course for the rest of the fleet became way too long. So now it's a regular time-on-distance event."

"Intuitively I still think time-on-time is better," said the skipper.

"And I think time-on-time is completely bogus," replied the foredeck crew.

"**T**here's another option that seems to combine some of the features of both systems," said the trimmer. "It's called the 'ORCA System', and they've used it for a couple of races at my club with good results."

"Isn't that the scheme worked out by Jake Van Heekeren, the guy who used to be half of Pineapple Sails?" asked the skipper.

"That's the one. What the ORCA system does is look at the spread in corrected times, and then adjust the course distance so the results cluster together more tightly. I'm not sure what kind of algorithms it uses, but some people really seem to like the results that Jake's program produces. You get the advantage of correcting for fast and slow races, the way time-on-time is supposed to do, but it still uses time-on-distance, so conceptually it's easier to guess how you're doing against other boats during the race."

"Sure, if you know what the corrected course distance is going to be," said the foredeck crew.

"Well, the distance correction isn't that hard to estimate, with a little experience," said the trimmer. "The main thing is that it doesn't let the handicap go completely off the scale, like time-on-time is doing to us right now."

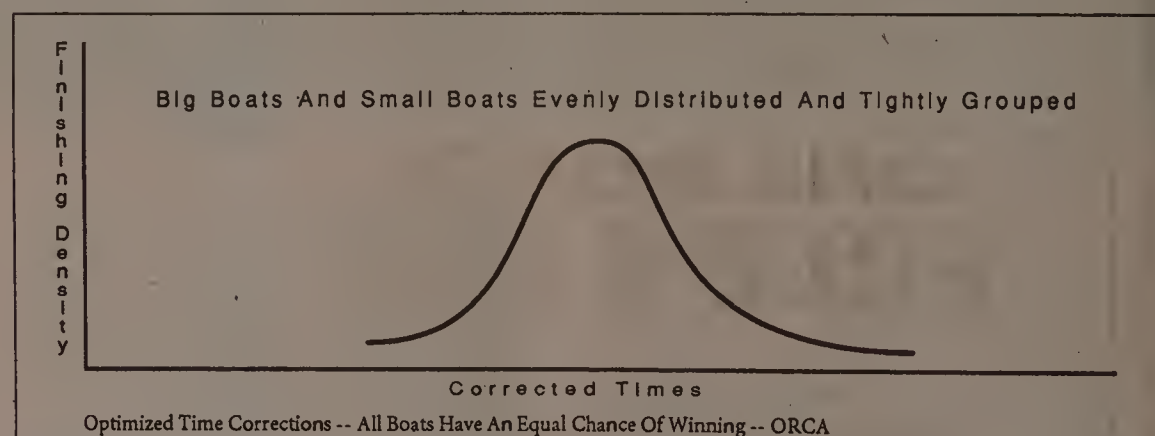
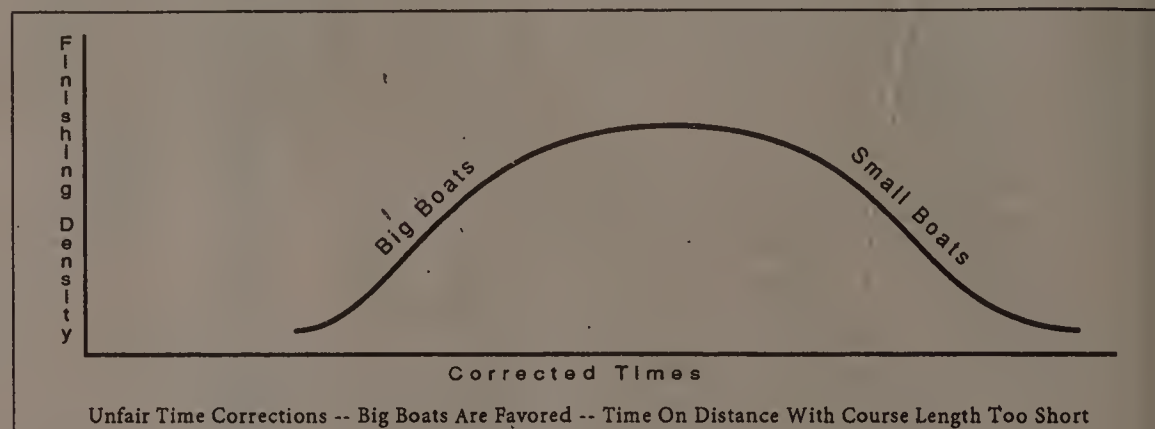
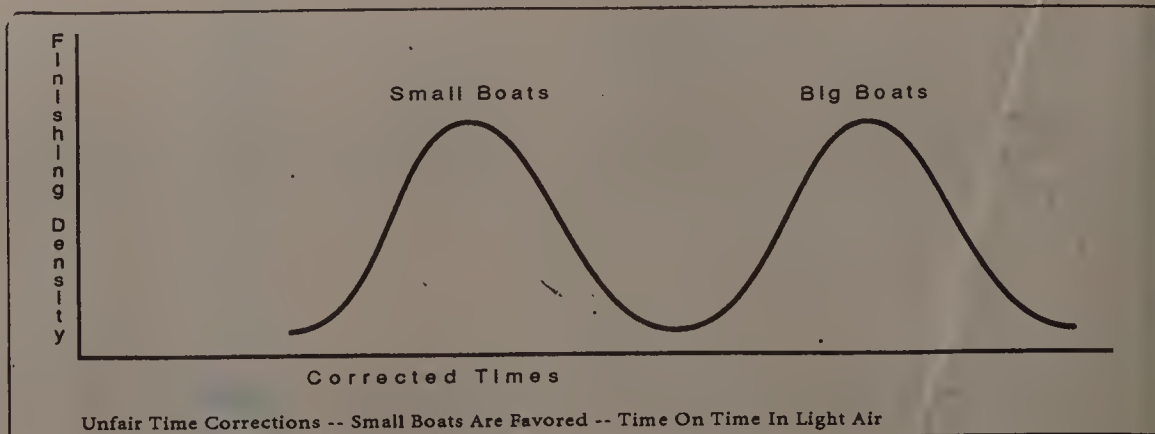
Meanwhile, we were catching the boat Lee Helm was crewing on once again. "Lee," I hailed as we established an overlap to leeward. "What do you know about the 'ORCA' time allowance system?"

"Too late to change the rules now!" she gloated.

"You voted for time-on-time!" Lee's skipper reminded my skipper.

"ORCA stands for 'Observed Results Computer Analyzed'," Lee finally answered, "which is, like, a forced acronym for sure. But it's actually got some potential. What it does is take the standard deviation of all the corrected times, and then adjust the course distance so this is minimized. That way the bias towards the fast boats or the slow boats is corrected out of the race. Neat idea, isn't it?"

"Well that wouldn't be hard to program," said our trimmer, thinking out loud. "Just add up the squares of the difference between each corrected time and the average, and divide by $n-1$ to get the variance, and the square root of variance is standard deviation."



Statistically speaking, the performance of boats in a fleet can be described by bell-shaped curves.

ion. But that would tend to allow a tail-end to skew the results too much, I would think."

He started to ask Lee another question about the mathematical workings of the system, but by that time the boats had separated again. It was getting to be a crowded patch of water, with even the midget ocean racers catching up now and joining us here in Lot B, as Lee had named it.

We didn't make another attempt on the point — we could see it wouldn't work without more wind — so we gradually worked our way back over to the boat Lee was on.

"What about the outliers?" asked our trimmer when we were within earshot again. "You have to throw out the boats that are

way ahead, or way back, don't you? Or weight the algorithm against them somehow?"

"For sure. The outliers do get tossed, but the exact method, which involves something like five passes through the data, is still proprietary. I think first it takes the standard deviation of all corrected times, then rejects the ones that are more than three-sigma away from the mean, then recomputes and works on the data some more. But like, there are a lot of alternate ways of doing it."

"Well," said the owner, "I can't see the method ever gaining much acceptance, no matter how good it is, unless the math is all out there for everyone to look at, explicitly defined in the race instructions."

"I think we'll get to see what's under the hood as soon as the program is ready to sell," Lee said.

TIME FOR TIME ON TIME?

"Even then, it's tough to make any money off of us sailors," said our trimmer.

The discussion rambled around from "why sailors are cheap" (is it because the wind is free, and sailors at least like the feeling of getting something for nothing?) to the complexities of statistical analysis of random processes. We generated more than enough hot air to get the fleet sailing again in short order. As one of the larger boats we were able to clear the point in the first pack that made it around, and for a while I thought we'd actually realize our big-boat advantage on Lee and her crew.

But it was not to be. Only a few minutes later we saw Lee's boat in the cluster of sails that was spilling out from behind the point. The rest of the race was reasonably fast, and we never could get much distance on many of the much smaller boats that had caught us at Bonita.

I called Lee Tuesday night to congratulate her, after the results arrived in the mail. With time-on-time scoring, her boat had beaten us by a huge margin.

"And like, we would have beaten you



No handicap system yet can fairly rate boats of completely different sizes.

under time-on-distance also," she gloated. "That's because the race essentially started over again when the wind filled in, and the tide was not much of a factor after that. So like, we really sailed a shorter race than what the time allowance is based on."

"Well I guess that settles it," I conceded.

"If both systems give the same result, it seems crazy to make things even more complicated."

"I ran a demo version of the ORCA program on the results too," she said, "just to see what would happen. And you know what? You ended up beating us by less than a minute!"

Maybe that new system is worth looking into after all.

— max ebb

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With reports this month on the upsurge of interest in **women's sailing**, a look at **government help in charter marketing**, thoughts on high and low-season chartering in the **Grenadines**, a longtime bareboater's **conversion to luxury crewed chartering**, as well as miscellaneous **Charter Notes**.

Move Over Big Fella, Lady Sailors are Here to Stay

Here in California — land of the enlightened — most males consider themselves to be fairly 'liberated' when it comes to giving women equal rights and responsibilities. Traditionally, however, the sport of sailing has been dominated by males in every facet from navigation to sail trim — with the notable exception of galley duty. But today, according to a new breed of lady sailors, the days of "Oh honey, how 'bout popping below and whipping us up some lunch" are over. These days, most ladies want to be part of the action, and many are seeking hands-on training from sailing schools and clubs, often within special 'women only' programs.

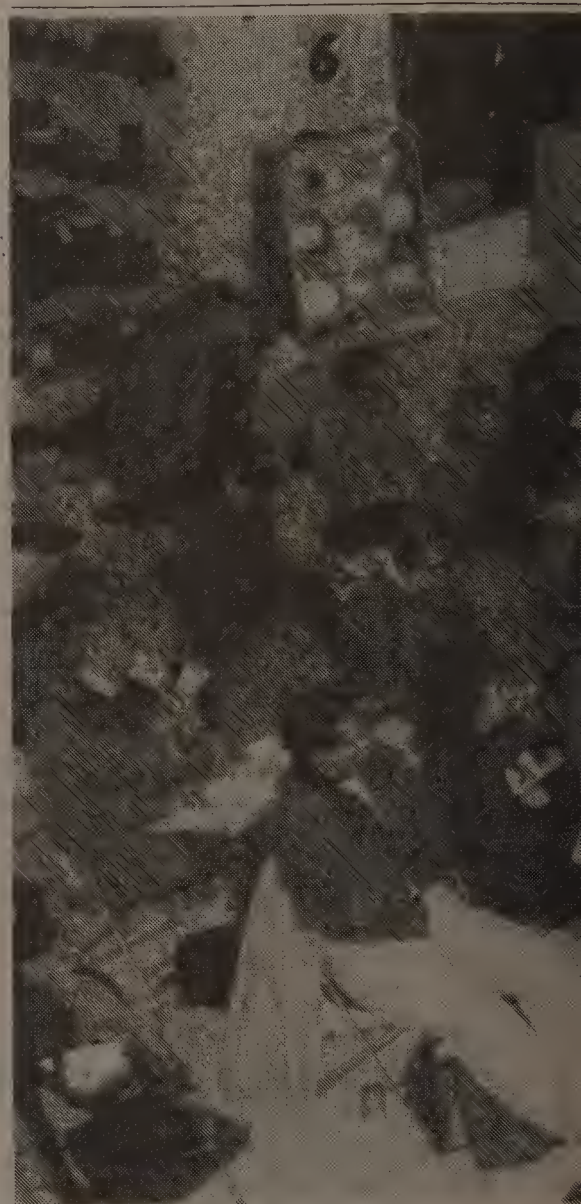
Statistics indicate that a lot of modern women feel they'd rather learn the ropes from other ladies, rather than from men — especially overbearing, foul-mouthed, condescending men who wear their egos on the zippers of their Henry Lloyds; men who see their sailboat as a full-rigged man-of-war and lambaste their crew with the demeanor of Nelson at the battle of Trafalgar! For most ladies we've talked to, however, the goal isn't permanent isolation from men. Rather, the theory seems to be that once a woman has honed her skills within the nurturing

humble herself in the demeaning posture of a helpless know-nothing. With the advent of the 'new equality', "Show me how, Tarzan" may soon be replaced by "Shove over porky, and let a woman of the '90s show you how to grind that winch!"

Why the recent upsurge of interest among woman? Surely the fact that the (almost) all-woman America's Cup team has been making headlines for the past year has contributed to the trend. The extraordinary feats of other female celebs have also helped fuel the fire, such as Isabelle Autissier, the first woman ever to complete the BOC (single-handed around-the-world race), who led a co-ed team around Cape Horn to smash the New York to San Francisco sailing record, and Dawn Riley's all-women Whitbread Round-the-World Race team.

But the trend of more and more women embracing outdoor sports is certainly not unique to sailing. Formerly male-dominated recreational pursuits like golf, scuba diving and sailboarding have also seen remarkable recent growth in their female market share. Women of the '90s are definitely not cut from the same mold as the house-bound baby-boomer brides of the '50s.

While some women take classes to prepare them for serious racing, the vast majority are more interested in garnering the



classes when the demand arises. The Sailing Connection in Richmond is one club with a particularly strong women's sailing program, due to the kindly tutelage of instructors like Mary Swift. Tradewinds Sailing in Richmond and Spinnaker Sailing of Redwood City are two other examples of clubs which frequently schedule women-only classes. (Virtually all sailing 'clubs', by the way, are happy to accept non-members in classes.) Additionally, some yacht clubs, such as the Corinthian in Tiburon, Island Yacht Club in Alameda and the Richmond Yacht Club, also set up special women's sailing seminars several times annually which always draw a maximum capacity of spirited ladies.

After learning the basics, many ladies get together to practice outside of formal class situations. Groups like the 'Women Sailors Club' at Olympic Circle Sailing Center in Berkeley and the 'Corinthian Women' of Tiburon have been formed specifically to meet such needs. It should be mentioned, however, that after most women become



A crew of spirited lady sailors from Olympic Circle (OCSC) polishes their sailing skills free from the influence of male egos.

companionship of like-minded female peers, she can then step aboard a mixed boatload of friends as an equal, never again having to

skills that will allow them to skipper a boat on the Bay or be a truly useful addition to a bareboat crew in some exotic dream port.

In the Bay Area, most sailing schools and clubs have one or more female instructors, and all are willing to set up women-only

COURTESY OCSC

OF CHARTERING



BOTH PHOTOS LATITUDE/CHRIS

Betty Lessley shares tips with a capacity crowd at a recent Island Yacht Club seminar. Inset: Club Nautique's Beth Bell coaches from the transom.

comfortable with the fundamentals and have achieved a level of confidence, they are ready to sail in mixed groups and are happy to join co-ed classes in pursuit of advanced certifications such as coastal navigation and bareboat prep.

Farther afield, organizations like Women for Sail (800-346-6404) and Womanship (800-342-9295) offer hands-on live-aboard courses in prime vacation destinations such as the Florida Keys, the Virgin Islands and Greece.

Please, guys, don't get your feelings hurt by all this. Sometimes ladies simply want to refine their skills so they can be better sailing companions for you! Besides, with most folks, the absolute worst person to learn anything from is your own mate, so don't take it personally. Let's face it, Sparky, 'the times they are a changin', and we say it's for the better. So ah . . . "Hey there, fella, how

'bout popping below and fixing these ladies some sandwiches?"

— latitude/aet

A Canadian Lesson on Yacht Charter Marketing

Whenever we've traveled in Canada, we've always been impressed by how congenial and cooperative our northern cousins seem to be. Maybe all that fresh air and unspoiled nature just inspires them to behave so nicely. We were really impressed, though, when we learned recently that the Canadian government has actually been cooperating with marine businessmen on joint marketing projects.

Think about it — 'government cooperation' — that's practically a misnomer on this side of the boarder! Maybe us Yanks could learn a thing or two from these Canuck sailors.

In 1992 virtually every bareboat operator in British Columbia got together to form the British Columbia Bareboat Charter Association (BCA). The aim was to establish an industry code of ethics and provide a unified

voice for marketing efforts and dealing with government. It appears that this 'voice' must have done some pretty smooth talking, because the B.C. Tourism Ministry recently picked up half the tab for the printing of a highly informative, 32-page magazine called *British Columbia Marine Vacations* which gives all the inside skinny on sailing the Gulf Islands, the Queen Charlottes and more. Call 800-663-6000 for your free copy.

"We're encouraged by the willingness of the government to commit tourism dollars to promoting our industry," says Tim Melville of Bosun's Charters on Vancouver Island. Encouraged? He should be ecstatic! We have to wonder what ol' Newt and the boys in Congress — or our own Gov. Wilson — would say to funding a marketing pitch aimed at bringing more sailing vacationers to the California coast. Call us cynical, but we assume their reaction would be less than enthusiastic!

— latitude/aet

Learning to Appreciate Summer Sailing in the Tropics

You might say our bareboat charter through the Grenadines last summer got off to a shaky start. It was mid-morning and steaming hot when we collected our Irwin 32 from Seabreeze Yacht Charters at Spice Island Marina on Grenada's Prickly Bay. We weren't used to the humidity and by the time we finished doing our check-out, stowing our luggage and were ready to cast off, the



COURTESY GRENADA TOURISM

When sailing 'Down Island', a trip to a colorful local market gives charterers valuable insights into the traditional Caribbean lifestyle.

skipper was dehydrated and seasick and the mate was at the wheel — her first time steering a 'big' boat.

WORLD

Motorsailing from Prickly Bay eight miles up the coast to St. Georges was an endurance test that made the rest of our two week charter a breeze. The mate got hungry and laid into nauseating sandwiches of crackers, greasy cheese and extra greasy salami. The captain, forced to take the wheel, couldn't take his eyes off the iron-stomached mate, who sat munching her ghastly sandwiches while admiring the view of volcanic mountains covered by a profusion of greenery.

St. George's is said to be the prettiest harbor in the Caribbean, a landlocked lagoon with multicolored homes sprawling over the hillsides. Because it's landlocked, it isn't roly, but the down side is that there wasn't a puff of wind that first long, hot, humid night. We got hit by a massive rain squall as we made our way toward the harbor, and for the rest of the evening and night, it drizzled and dripped, making the cabin of our Irwin a medieval torture chamber.

I felt I had to promise the mate (my wife) that if things didn't look up in the morning we'd take the boat back and go to a hotel. We were, after all, on our honeymoon!

After the first 24 hours, we had a wonderful trip, with plenty of time to drift between islands just a few miles apart. My bride, Layne, and I have remained happily married and she is now in love with sailing and sleeping on boats — something she'd never done previously.

We chartered in late September and early

Most of the time Carriacou is a very sleepy place. But when local shipwrights launch one of their hand-hewed schooners, everybody celebrates.



COURTESY GRENADA TOURISM

October, the very low season when Seabreeze was offering two weeks for the price of one. It has to be noted that this is a small company with a fleet of older boats, but ours was in quite good shape, and came complete with a cellular phone. Everyone tells you



there are 'constant trade winds' in the Caribbean — this is not necessarily true in late summer. However, chartering out of season has its compensations. Anchorages were generally very uncrowded

The islanders were terrific. We found them to be friendly but not aggressive. We got to meet people of all ages and lifestyles as we drove around St. Vincent and Grenada, by offering pedestrians a lift.

Interesting enough, we didn't find food prices to be outrageous. We brought many items from home — what we call yuppie foods — and even a case of wine. But a careful shopper can eat well on little money, we found. For example, apples are expensive, but locally grown fruits are extremely cheap. Since residents of Carriacou resent paying taxes to the government of Grenada, we found a flourishing black market there — right in the supermarket! Good French table wine sold for four dollars a bottle — delivered to your boat — and rum was cheaper here than anywhere else.

Some of the highlights of our trip included a boat launching at Tyrell Bay, complete with blessing by the local padre and festivities that left hundreds incapacitated by the roadside; getting lost on the backroads of Grenada taking roads at random and wind-

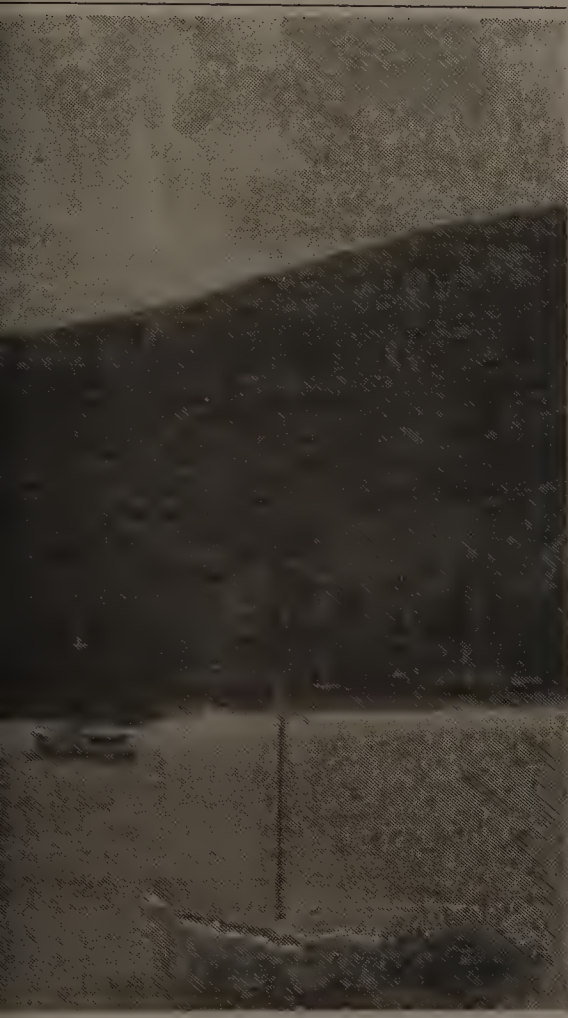
ing through rain forests that never seemed to end; hiking across Mayreau in the dark and 'avoiding the - zombies' — which were invoked to get us to take a water taxi; and exploring Mustique with some new friends who had taken a villa for rent for a couple of weeks for \$8,600 — eight times what we paid for our boat! We were reminded that a house, no matter how luxurious, is still only a badly designed boat.

— michael beattie & layne goldman
santa cruz

Ed. note — It's always best to roll with the punches when sailing in unfamiliar cruising grounds. However, you have to expect a bit of unpleasant weather when you chose to charter at the peak of the Caribbean hurricane season (August and September). Nevertheless, it's a great way to charter cheaply and avoid the crowds! Additional notes on chartering in the Grenadines follow, excerpted from reports by two Bay Area charter operators who recently went on a 'down island' reconnaissance mission. One sailed aboard a Beneteau 445 and the other sampled life aboard a luxurious Bordeaux 76 crewed yacht.

A Taste of the Tropics

If you lead bareboat flotillas to foreign charter destinations as I do, it's great to get a sneak preview of an area before arriving



COURTESY GRENADINES TOURISM

Why sail in the Grenadines? This picture tells it all — tranquil vistas, pristine waters and a pace of living long forgotten in our urban society.

with a group in tow. So I was quite happy to be invited by The Moorings on a four-day 'familiarization trip' to the Grenadines in March. Let me share some thoughts and highlights.

After an unpleasant experience at St. Vincent on a previous trip, I surprised how friendly and hospitable the local people were in the Grenadines. Boat boys (and girls) come up to the boats in the harbors and anchorages with food items, merchandise and services to sell. When we wanted what they had to offer, they were very gracious; when we didn't, it was no big deal.

One of the boat girls at Tyrell Bay was called Stella. She came aboard and was soon braiding and 'beading' Greg Norwine's hair (of Windworks Sailing in Seattle). Later, she invited us ashore where she and a friend sang and played guitars. These ladies could really sing, and before long our songfest had attracted a crowd of locals. It was one of those great moments when we really feel connected with island life.

The Tobago Cays are four jewel-like little islands surrounded by a horseshoe reef to windward, which is the prettiest area in the Windwards. It's also one of the best places for snorkeling and diving.

For those considering a trip here soon, I'd

recommend 10 days as a nice charter length that would allow you to sail as far north as Bequia, see everything and have time to dawdle at a few favorite places.

Many sailors who have spent considerable time in the Caribbean say Grenada and the Windward Islands are like the Virgin Islands were 20 years ago. If this is the case, now is the time to enjoy them, so that in a few years you can reminisce about how good it was in 'the old days'!

— bob diamond
spinnaker sailing
redwood city

Spoiled by Luxury and a Pampering Crew

Although my wife and I have owned 16 sailboats over the past 25 years and have bareboated extensively in foreign destinations, our recent trip to the Grenadines has changed our thinking about the attractions of luxury crewed yachts.

Mind you, this wasn't just any yacht. We sampled the good life aboard X.T.C. (pronounced Ecstasy), a 76-foot aluminum Bordeaux built for The Moorings in France. When we first descended the varnished companionway into the white-carpeted salon, I realized why 'Sam', our beautiful French hostess/chef, had asked us to deposit our shoes at the stern. Every square inch was elegant and spotless.

Once we got underway, Sam unfurled the huge genoa with the push of a button on an electric winch, and sheeted it in single-handedly. Meanwhile, Charley, the mate, hoisted the main, while captain Jean Louis 'slaved' at the helm. When I took my turn at the wheel, I found the helm was indescribably sweet, requiring only a fingertip's touch to stay in the groove. As we galloped north past the verdant green rain forest of Grenada, I decided I could easily get used to big boat sailing.

I went to bed that first night reflecting on the almost sinful decadence of X.T.C. With eight passengers and three crew, we were consuming some 1,500 liters of water a day — half the yacht's capacity. This was, of course, no problem due to a sizable water-maker. It took some time to get used to all the electric amenities, like winches and furlers, not to mention the dishwasher, clothes washer and dryer and the air conditioning. But then I concluded that all this luxury was actually very reasonable. And furthermore, we deserved it. I mean, really,

we don't fret about having power windows and automatic transmissions in our cars. So why should I worry about electric winches?

For about \$285 per person per day (including all food and beverages), you might be able to find a decent resort hotel, but if you wanted to visit a different island, you'd have to pack and waste time moving. And if the food was as good as the cuisine we were served, it would cost more!

Having normally 'done it all' ourselves, I have to concede that having a cook on board was fabulous. No shopping, no packing, no unpacking, no meal planning, no slaving over a hot stove in the tropics and no dishes to wash — leaving more time to enjoy Mt. Gay rum and tonics!

During our week in the Grenadines we were never really too hot or too cold, day or night. The trade winds blew a steady 20+ knots and the water temperature, according to X.T.C.'s underwater thermometer, remained a nearly constant 81 degrees. Despite the pampering treatment, all of us remember the sailing as the best part by far. There's simply nothing quite like broad reaching in 25-30 knot trade winds with full sail up, a completely neutral helm and watching the knotmeter nailed at 12 knots.

— don durant
club nautique
alameda

Back home, most guys wouldn't dream of having their hair braided and laced with colorful beads, but down in the tropics inhibitions evaporate.

BOB DIAMOND



Charter Notes

As you've read in previous pages, we had a chance to attend our favorite party — er, ah . . . regatta — again this year. That's

WORLD OF CHARTERING



COURTESY TAHITI TOURISM

right, Antigua Sailing Week. If you missed it again this year, you can't blame us. We've been sounding the call to check out 'Race Week' for years now, reminding you how this week-long nautical funfest draws participants from all over the Caribbean, the U.S. and Europe; how the racing is keen in each of a half-dozen divisions; how the steel drums pulsate and the rum flows freely; how the

Regarded by many as the most beautiful island chain in the world, the Tahitian islands are a prime South Pacific charter destination.

beaches are pristine and the trade winds blow steadily; and how the wet T-shirt contests are the best in the tropics!

Why are we hammering on you now about it? Hey, we hate 'you should have been there' stories as much as you do. The

point is, though, that if you are a casual-to-serious racer and/or a casual-to-serious partier who relishes sunny vacations and camaraderie under sail, then you owe it to yourself to get down to Race Week at least once in your life. And the time to commit is now! That's right. Get on the phone today, call up your favorite bareboat company and put down a deposit on the best boat in the fleet. (Dates are April 28 to May 5, 1996.) Trust us on this one. If you wait until January to make your plans, the boat you want may not be available, and you'll find a hundred excuses to put it off 'one more year'.

So get commitments now from your sailing buddies and you'll have a whole year to fine-tune your plans and revel in tropical daydreams. You'll thank us if you do.

Meanwhile, out in the idyllic isles of the South Pacific, the summer charter season is in full swing. In Tahiti, all three of the big players in the bareboat market — **The Moorings, Stardust and Sun Yachts** — are already heavily booked for the coming months. However, there are still some openings on late-model yachts, even during next month's spectacular Bastille Day celebrations. You could be there!

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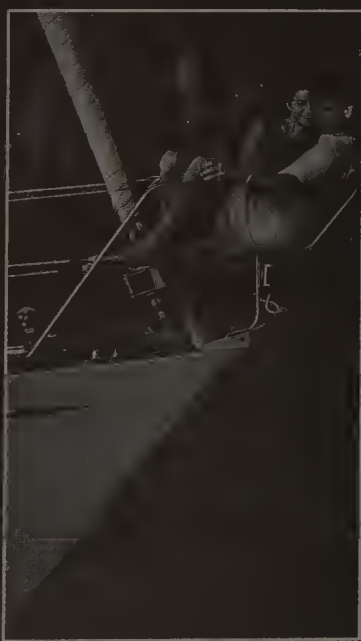
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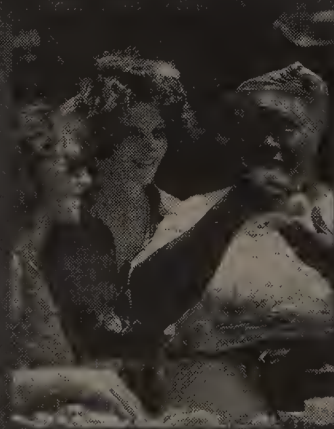
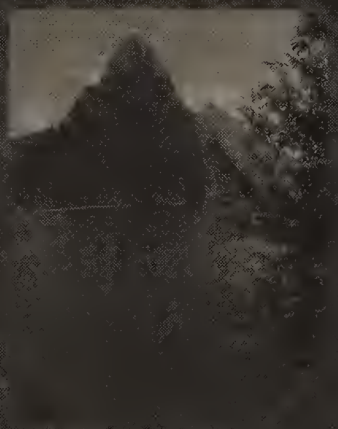
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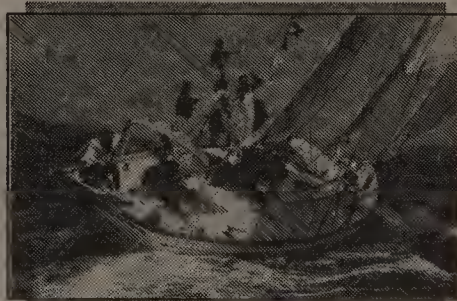
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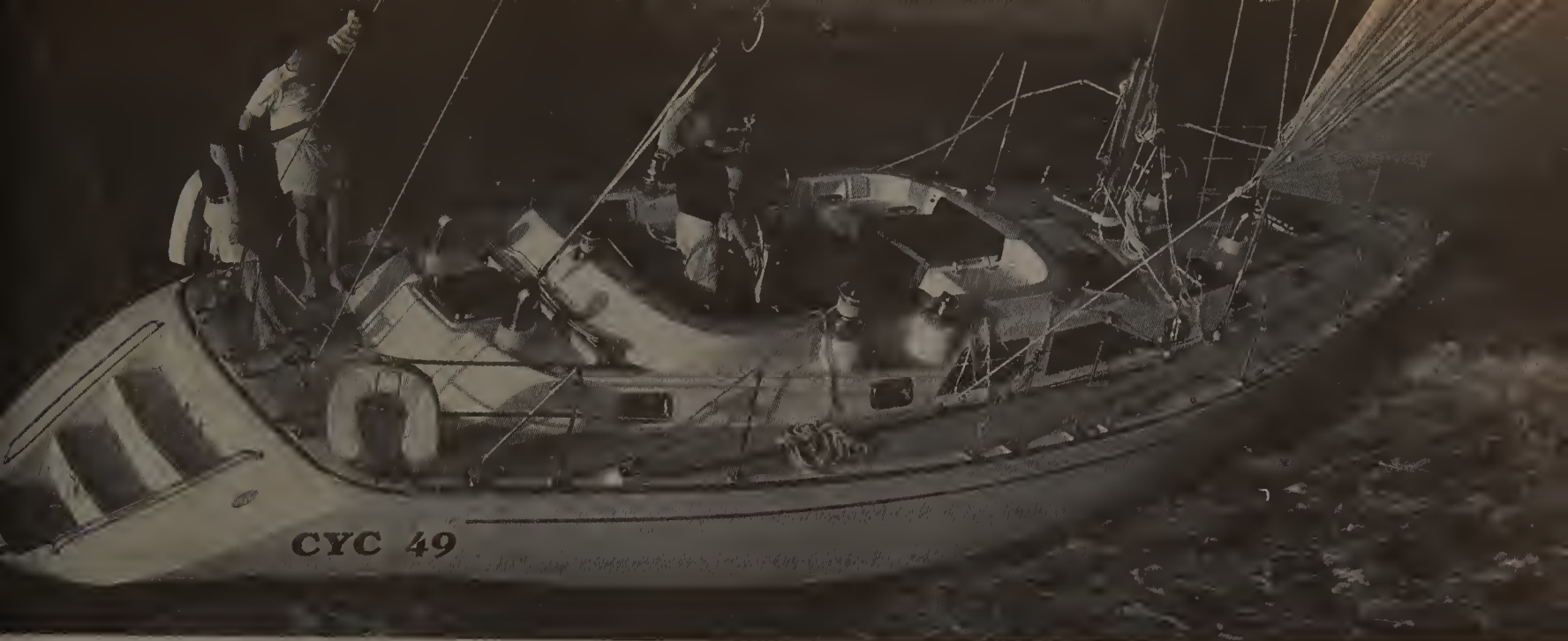
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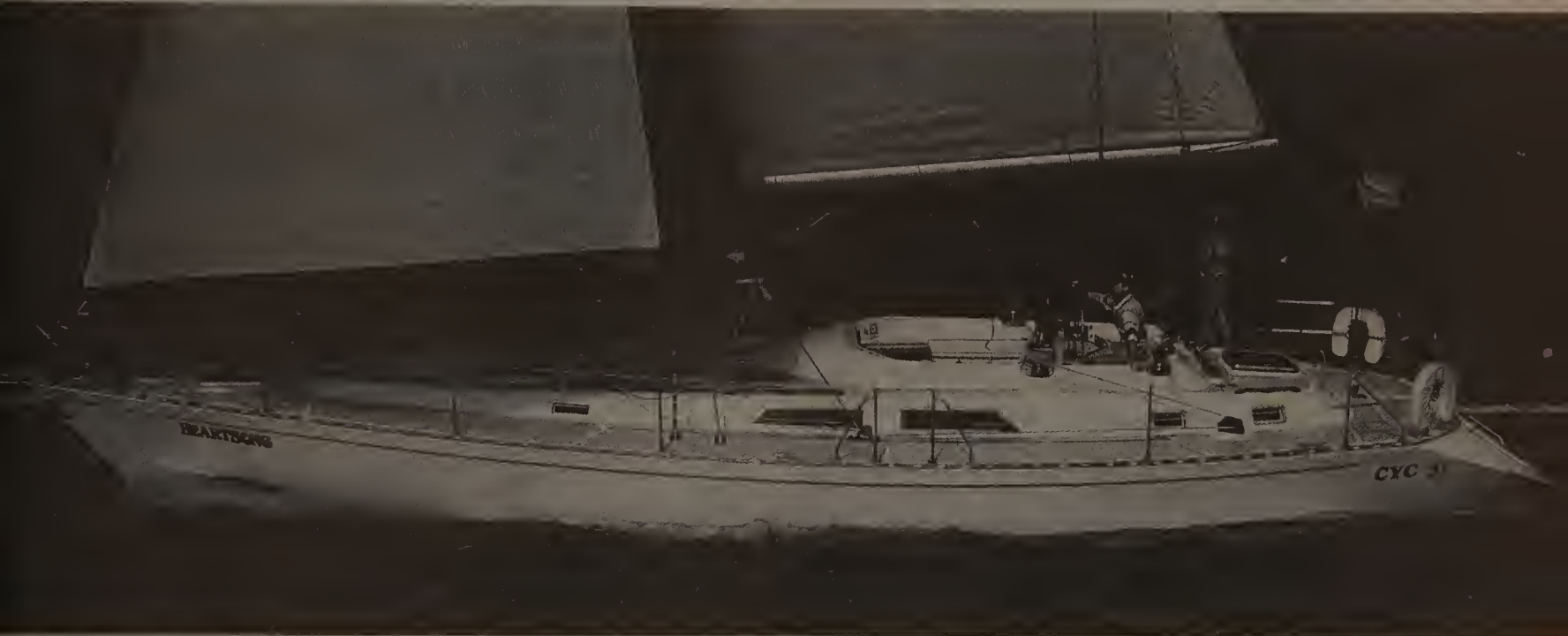
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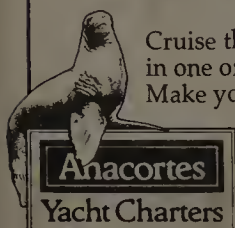
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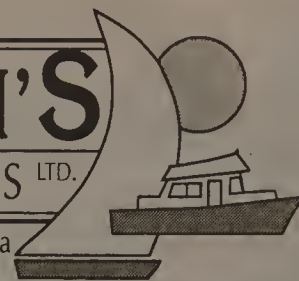


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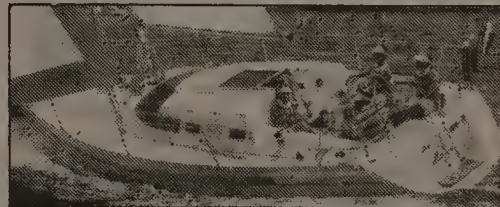
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THE RACING

With reports this month on a pair of match races, the **San Francisco Cup** and the excellent **Brut Cup**; the sinking **Stone Cup**; a preview of the '97-'98 **Whitbread Race**; two conflicting **fresh water regattas**; a look at the Bay Area entries in the **upcoming TransPac**; the **BOC wrap-up**; the **Ski/Sail Nationals** at Lake Tahoe; the **Los Angeles NOOD Regatta**; and the usual heaps of **box scores** and **race notes** at the end.

San Francisco Cup

What a comeback! After being down 2-0 after Saturday's racing, Kimo Worthington and his St. Francis YC all-stars rallied on Sunday with three straight wins — good enough to win the 29th San Francisco Cup 3-2 on the weekend of May 20-21. The cityfront match race series was held in Express 37s with 11-person crews, with conditions ranging from light to moderate breezes with a big flood each day.

Challenger San Francisco YC, led by Olympic Soling candidate Jeff Madrigali, opened the weekend with a pair of lopsided victories, sailing *Re-Quest* to victory in the first race by 3:08 and the second by 1:54. Madro and his crew (boat owner Glenn Isaacson, tactician Tad Lacey, Jeff Wayne, Patrick Adams, Craig Page, John Sweeney,

Saints' must have gone to church before Sunday's showdown, as they came roaring back with *Frequent Flyer* to win the next three races by margins of :37, 4:55 and :21. "We were pretty bad on Saturday, losing both starts and overthinking everything — we couldn't buy a break!" admitted Kimo. "Fortunately, we got our heads out of our butts on Sunday. We got three good starts, and we just calmed down and sailed the boat."

Worthington, the congenial Cubette sailing coach, recently moved back from San Diego to the East Bay. He's taking a well-deserved rest while weighing his future options, which include possibly sailing on *Exile* and/or *Blue Yankee*.

In addition to Kimo, the winning St. Francis team included owner Ted Hall,



Jock MacLean, JimBob Barton, Tim Parsons and Mark Dowdy) were hot, and might have swept the regatta if St. Francis hadn't wisely called for what appeared to be a stay of execution until the following morning.

But what a difference a day makes: 'The

Comeback of the month: Kimo Worthington (center) and his St. Francis YC buddies rallied from a 0-2 deficit to win the SF Cup.

tactician Craig Healy, Mike Erlin, Keith Stahnke, Gary Sadamori, Dave Gruver, Nick Gibbens, Melissa Purdy, Dennis George and



SPREAD: LATITUDE/ROB; HEAD SHOTS: JOYCE ANDERSEN

Eric Baumhoff. The score in the series, which is supposed to "promote good fellowship and a friendly competitive spirit between St. Francis YC and the San Francisco YC," is now 21-8 in favor of St. Francis.

Brut Cup of San Francisco

In an all-foreigner finals, Roy Heiner of the Netherlands shut out France's Bertrand Pace 3-0 to win the inaugural Brut Cup of San Francisco. The first two races of the best 3-of-5 series were close, with the gregarious Dutchman getting the nod by six seconds in the first race and nine in the second. In the third race, however, he laughed his way to the bank, where he deposited a check for \$7,500: Pace got flushed down the toilet in the light air/big ebb conditions, handing the win to Heiner by the embarrassing margin of 10:22. Meanwhile, Thierry Peponnet of



Roy Heiner.

Bertrand Pace.

Thierry Peponnet.

Peter Gilmour.



Brutal Cup action: Despite mostly light air, the pros managed to inflict maximum damage on the fleet of loaned J/105s.

France took third place, beating the number one match racer in the world, Australian Peter Gilmour, 2-1.

After only three years, the St. Francis YC-hosted series has established itself as one of the premier match race events in the world. Now part of the five-regatta Brut by Faberge Sailing Series, the event featured a \$25,000 purse and full status (i.e. Grade I points) on the international circuit. The overall winner of the Brut circuit will also win a \$25,000 bonus, and if any skipper wins three of the individual regattas — highly unlikely, but possible — they will score the largest cash prize ever offered in sailing, \$250,000.

The lure of big bucks caused the sailing to

be among the most aggressive we've ever witnessed on the Bay. The privately owned J/105s were thrashed over the five-day regatta — the list of 'hunting injuries' included three mangled bow pulpits, two stern pulpits, two busted carbon fiber retractable spinnaker poles, two busted headfoils, and, remarkably, one entire hull. The latter, Dave Tambellini's *Bella Rosa*, hit Anita Rock (ironically, *Rosa* was steered by a local sailor, not a 'guest'), and damage to the keel and structural integrity of the boat was extensive enough that a new hull may have to be ordered. Somehow, the J/105 owners endured the carnage fest — in fact, most were grinning ear-to-ear at the opportunity to hang out with the international match racing crowd.

The umpires were kept as busy as the boat repair squad: 147 protests were flagged

by competitors during the double elimination round robin series, resulting in 39 penalty calls. Most of the regatta, including the finals, was sailed in unusually light air — which often meant that playing the current was at least as important as covering the competition. (This less-than-ideal situation for match racing was hard to ignore — 'despite the predictable recent groundswell of enthusiasm for bringing the America's Cup here someday, the reality is that our picturesque Bay is simply too current-influenced to be a worthy Cup arena.)

Morgan Larson of Capitola put on the best display by an American, finishing sixth. It was a particularly impressive showing considering that Morgan was not only the youngest skipper of the 14 invited rockstars, but that he wasn't invited until two days before — only after it was obvious that some



of the bigtime players would miss the Brut Cup due to America's Cup commitments.

Highlights of the Brut Cup of San Francisco will appear on ESPN on Saturday, June 10 at 10 a.m. local time.

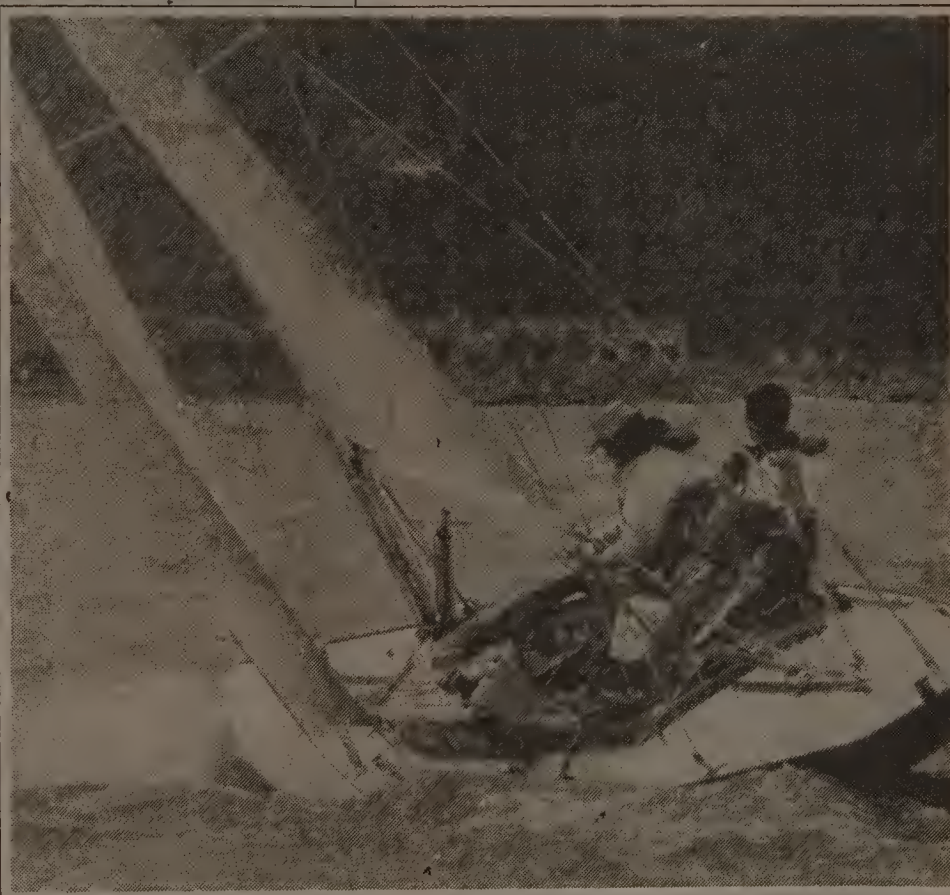
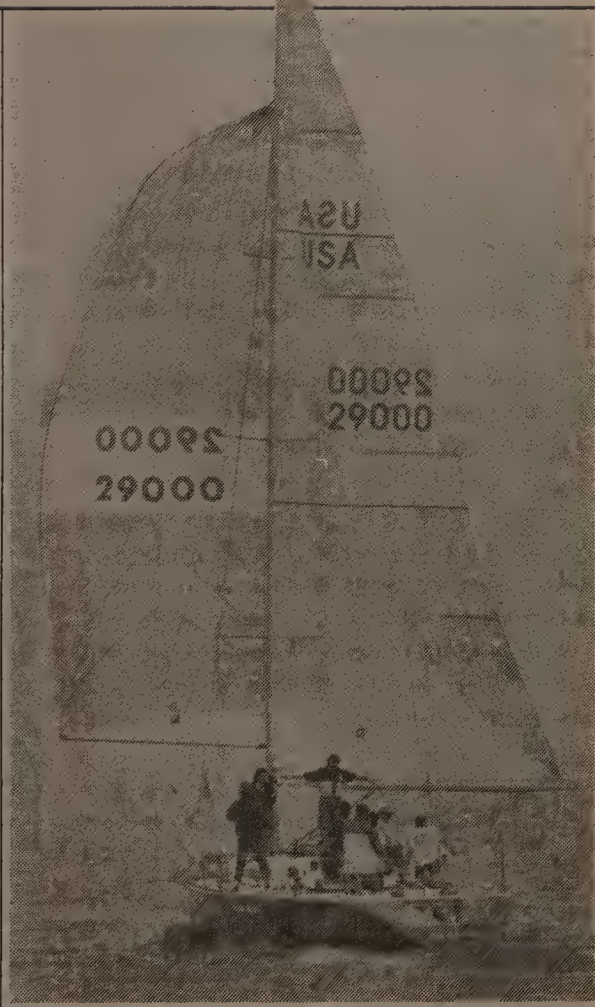
RESULTS — 1) Roy Heiner (NED), \$7,500; 2) Bertrand Pace (FRA), \$4,375; 3) Thierry Peponnet (FRA), \$3,000; 4) Peter Gilmour (AUS), \$2,625; 5) Chris Law (GBR), \$2,250; 6) Morgan Larson (USA),

\$2,000; 7) John Cutler (NZL), \$1,750; 8) Steve Grillon (USA), \$1,500. Eliminated in early rounds: Tim Duffy (USA), Eddie Warden-Owen (GBR), Jeff Madrigali (USA), Chris Perkins (USA), Seadon Wijzen (USA), Neville Whittey (AUS).

Stone Cup, Unplugged

Pardon the obvious pun, but participation in St. Francis YC's Frank Stone

Regatta has been, well, sinking like a stone. This year, only 16 boats showed up on May 13-14 for the three-race cityfront regatta — a distant cry from the glory days of the late '70s and early '80s when this regatta was something of a mini-Big Boat Series. With the IOR rule a faraway memory, and IMS temporarily on a leave of absence, the Stone Cup was conducted entirely under the PHRF rule for the first time.



Scoops

Hardly anyone's getting 'Stoned' anymore. The boats on these pages made up more than half the fleet. All photos 'Latitude'/rob.

The regatta was open to any monohull over 29 feet that rates under 159 — which, from looking at a recent PHRF print-out, includes over 300 boats in the Bay Area. Considering the universe of boats eligible to race, it was a bleak turnout.

But even if more boats had entered — or if a more esoteric rating rule had been applied — the outcome in the bigger class would have surely been the same: Bob Garvie's still-for-sale N/M 43 *Bullseye* took line and corrected time honors in all three races. With Nevada neighbor Dee Smith whispering in his ear, helmsman Garvie and his 'gucci' program was untouchable all weekend — a pretty predictable outcome

given the light conditions and the time-on-distance rating formula.

Division B, however, was up for grabs all weekend and the outcome wasn't decided until the last race. Dick Horn's modified *Capo 30 Screamer*, with Doug Robbins sharing the tiller, earned class honors with a 5,1,1 performance. Bruce Schwab's gorgeous *Rumbleseat* took second, largely on the strength of reading the current correctly

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in the first race, while Peter Rookard's previously Invincible N/M *Insufferable* wound up third. *Insufferable* would have won the division at its former rating of 123, but the PHRF board recently dinged the aluminum maxi-MORC boat six seconds a mile to 117.

DIV. A (0-99) — 1) **Bullseye**, N/M 43, Bob Garvie, 2.25 points; 2) **Endurance**, Express 34, Mike Condon, 11; 3) **Surefire**, Frers F-3, Jon Carter, 12; 4) **Sweet Okole**, Farr 35, Dean Treadway, 14; 5) **Expeditions**, Express 34, Bartz Schneider, 15; 6) **Mostly Harmless**, SR 33, Paul & Lee Bergman, 17; 7) **Two Scoops**, Express 34, Tom Goodwin, 20; 8) **Jablru**, J/35, Brian Dunn, 23; 9) **Phantom**, J/44, Jack Clapper, 24. (9 boats)

DIV. B (100-159) — 1) **Screamer**, Capo 30 mod., Dick Horn, 6.5 points; 2) **Rumbleseat**, 30 Square Meter, Bruce Schwab, 7.75; 3) **Insufferable**, N/M 30, Peter Rookard/Dave Henkel, 8; 4) **Eastern Breeze**, Chris Kostanecki, 11; 5) **Chilli**, Santana 30/30, Michael Maurier, 15; 6) **Daddaboa**, Beneteau 51, George Bailey, 18; 7) **It's Jazz**, Ranger 33, Ben Mewes, 18. (7 boats)

Whitbread Preview

There are so many round the world racing venues now, it's hard to keep them all straight: the BOC Challenge, the Vendee Globe, the BT Global Challenge, the Jules Verne Trophy, the 1999 Race, and others in the planning stages. But for our money, the Whitbread Race still towers above all these newcomers — and based on recent announcements about the '97-'98 race, it just keeps getting better. The last race revved things up (a 425-mile day on *Intrum Justitia*, the near-sinking of *Brookfield*, the all-woman *Heineken* team, the steely resolve of Chris Dickson, etc.), and the next one promises to shift the race into overdrive.

With only one class racing levelly — the 60 feet on the waterline, water-ballasted Whitbread 60s — and a modified course, the seventh edition of this race has already attracted substantial interest. Between 20-25 boats are realistically expected to hit the starting line in Southampton, England, on September 21, 1997, for what the promoters are billing as a "race of firsts".

Specifically, this will be the first time there is only one class and no handicap system (the expensive, labor-intensive IOR maxi ketches have been put out to pasture). It is also the first time that nine legs have been staged (see chart), including three new stopovers (Sao Sebastiao, Baltimore/Annapolis, La Rochelle), two old ones revisited (Sydney and the now-almost-politically-correct port of Cape Town), the addition of two 'gates' on Leg One (islands which must be left to port en route to Cape Town, effectively taking the fleet around the



Atlantic High) and the inclusion of several 'sprint' legs, especially the 450-mile finishing jaunt from La Rochelle to Southampton. The Uruguayan hell-hole of Punta del Este has been mercifully dropped from the line-up of host cities.

The next race will also be scored differently: points based on leg finishes, not cumulative time, will be the deciding factor. Thus a crippling gear failure, such as *Tokio* experienced last time, won't necessarily knock a yacht out of the race. Consistency will still be the key, as there are no throwouts in the 31,600-mile race.

With slightly less than 2½ years before the start, 22 syndicates have already registered to reserve one of the 30 spots (the upper limit) in the race. These entries represent 12 countries — nine 'old' ones (France, Germany, Netherlands, New Zealand, Poland, Sweden, United Kingdom, United States, Ukraine) and three new ones (Austria, Australia, Canada). Four of the 22 syndicates hail from the U.S., though how solid these efforts really are remains to be seen: *America's Challenge*, headed by Dr. Neil Barth of Newport Beach, is perhaps the most 'real' of the bunch. Others are the *Cape Horn Challengers* from Fort Lauderdale, led by Tom Gleason; *Clipper Red Jacket*, a mysterious entry from California; and *American Whitbread Challenge* from Washington, led by Richard O'Neill. Some of last time's heavy hitters, notably Conner and Dickson, are expected to sign up in the near

The next Whitbread Race promises to be the best one yet — more stopovers, more boats, more media exposure, more of everything!

future.

The wet and wild Whitbread 60s will again be pushed to the edge of their envelopes, but safety at sea will be given even a higher priority in the next race — especially in light of the recently-concluded BOC demolition derby. The safety routines in place for the '93-'94 race worked well enough (remember *La Poste* finding *Brookfield* within 12 hours?), but some observers feel that it's only a matter of time before a boat is lost, hopefully not taking its crew down with it. ("Was it frightening?" someone asked Kiwi Paul Standbridge after the last race? He replied, "No, it was worse than that.")

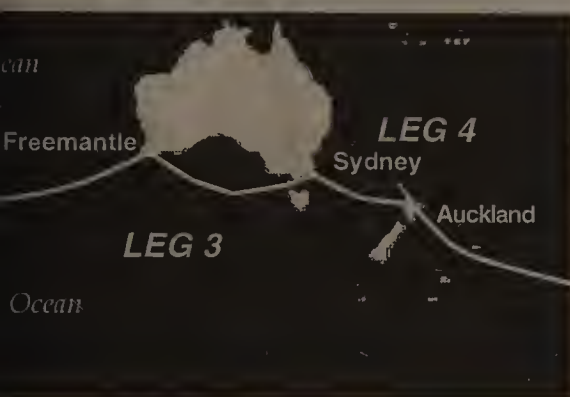
The ever-present element of danger is undoubtedly one part of the allure of the Whitbread Race, both for participants and us 'armchair sailors'. By all indications, the '97-'98 race should be bigger, better and — let's face it — even more frightening than the last one.

Dueling Lake Races

Like the weather, everyone always talks about a 'lake circuit', but no one ever does anything about organizing it. But when and if this overdue IRA ('inland racing association') gets off the ground, no doubt the first item on their agenda will be to resolve

'97/'98 Whitbread Race

Leg 1	Southampton to Cape Town	7,350 miles
Leg 2	Cape Town to Fremantle	4,600 miles
Leg 3	Fremantle to Sydney	2,250 miles
Leg 4	Sydney to Auckland	1,270 miles
Leg 5	Auckland to Sao Sebastiao	6,670 miles
Leg 6	Sao Sebastiao to Ft. Lauderdale	4,750 miles
Leg 7	Ft. Lauderdale to Baltimore	870 miles
Leg 8	Annapolis to La Rochelle	3,390 miles
Leg 9	La Rochelle to Southampton	450 miles



scheduling conflicts such as that which occurred on April 29-30, when Folsom Lake SC's 29th Camellia Cup Regatta and Konocti Bay SC's 11th Konocti Cup on Clear Lake were held head-to-head.

Attendance at each regatta was way down — just 49 boats at Folsom, and only 60 at Clear Lake. In fairness, inclement weather — scattered showers and monsoon quality squalls packing up to 25 knots of breeze — also contributed to the low turnouts. The post-race festivities — an all-you-can-eat spaghetti feed at Folsom and a wine tasting party at Clear Lake — were apparently the highlights of the wet weekend.

CAMELLIA CUP (Folsom Lake SC, 5 races):

CATALINA 22 — **Late Start**, Tom Page, 6.5 points; 2) **Brainstorm**, Terry Cobb, 7.75; 3) **Green Flash**, Gary Preston, 10.75. (12 boats)

RED KEEL — 1) **Hot Rod Lincoln**, Moore 24, Charles Witcher, 5.5 points; 2) **Mercedes**, Moore 24, Joel Verutti, 6.5; 3) **Poco a Poco**, J/22, George Koch, 9.75. (10 boats)

OPEN CENTERBOARD — 1) **Finn**, Kim Zetterberg, 3 points; 2) **Thistle**, Craig Lee, 9.75. (6 boats)

OPEN MULTIHULL — 1) **Kit Wiegman**, 6.75 points.

CRUISER — 1) **Therapy**, Catalina 25, Gary Rowett, 4.25 points. (4 boats)

BLUE KEEL — 1) **Sprinta Sport**, Jim Conant, 3 points. (3 boats)

SANTANA 20 — 1) **Madman X Water**, Steve Katzman, 3 points. (4 boats)

CAPRI 22 — 1) **Windy Britches**, Wade Behling,

4.25 points; 2) **Kodachrome**, Mike Doyle, 6.75. (5 boats)

OVERALL — **Hot Rod Lincoln**.

KONOCTI CUP (Konocti Bay SC; 22.59 miles):

DIV. I — 1) **E-Scow**, Jim Ziebel et. al.; 2) **Wanna B**, B-25, John Hartman; 3) **Quicksilver**, Raven 24, Wade Hough.

DIV. II — 1) **Williwa**, Ranger 23, Wayne Hallenbeck; 2) **Sea Dancer**, MacGregor 26, Michael Weir; 3) **No Name**, Santana 2023, Geoff Rodgers.

DIV. III (half cup) — 1) **Sharon E**, Balboa 26, Ralph Umbertis; 2) **Lusty**, Balboa 26, Ray Proffitt; 3) **Half Tap**, MacGregor 22, Tom Anthony.

HOLDER 20 (half cup) — 1) Thomas Burke; 2) Gary Albright; 3) Dennis Fritts.

Local TransPac Efforts

Just three Northern California boats — a frankly disappointing turnout — are entered in the 38th biennial TransPac, which departs from Point Fermin for Diamond Head over four days beginning June 28. The numbers for the overall fleet are equally uninspiring: entry chairman Sandy Martin now expects only 30-35 boats, down from original projections of 45 or 50. Considering all the new classes invited (doublehanded, multihull, Whitbread 60s, mega-yachts) and the relaxed rules about advertising and sponsorship, the number of entries is surprisingly low.

But rather than dwell on why the prestigious race has failed to attract even as many boats as two years ago (42) — not to mention its record high of 80 boats in 1979 — let's take a closer look at the three local boats lucky enough to be sailing this year. Next month will put together a more comprehensive preview, including a look at the new Farr ILC maxi *Sayonara*, which will be a local boat for about a week before embarking on its world tour.

Blackjack — John Townsend, a Peninsula contractor, and Carl Nelson, an East Bay boatyard owner, have entered *Blackjack*, Townsend's tall-rigged MacGregor 65, in the doublehanded division. It promises to be a wild trip: the boat, hull #21 (hence the name), is an 'L.A.' model, featuring a rig that is 12 feet higher than the other Bic Macs around here. Townsend has moved the headstay back 2½ feet, so that their foretriangle is the same as an SC 70. "Our main and headsails were all bought used off various sleds," explained John. "We have full sized MacGregor 65 masthead kites and three smaller SC 70 kites as back-ups. We're trying to be a high-tech program on a low-tech budget!"

Nelson is a veteran of the Singlehanded

TransPac and the Pacific Cup, while Townsend has done a slew of Catalina Races, often with Carl on *Zeus*, the Nelson family's since-sold Mac 65. The duo has been going to the gym to get in shape, and practicing sailing doublehanded on Nelson's custom Schumacher 44 *Full Nelson* (ex-*Eclipse*). They're planning to let the autohelm do some of the driving when it's light, hoping to save their energy for the squalls. "We'll wear headphones for communicating with each other," continued Carl. "They work especially well when one person has to go up front."

The only other doublehanded boats to date are the Olson 40 *Notorious*, the Peterson 41 *Irrational* and the Hobie 33 *Kiwi Sanctuary*. Due to the small turnout, the doublehanders are also eligible for crewed class honors. If Carl and John can keep *Blackjack* upright and in one piece, they've got a good shot at winning. "The first few days will be pretty tippy," allowed John. "But we'll go like a bat out of hell once we square off downwind!"

Mirage — Jim Ryley's slippery Santa

'Blackjack' players John Townsend (left) and Carl Nelson. They're taking the 'go big or go home' approach to the Doublehanded TransPac.

Cruz-based SC 70 is back for her third TransPac, and you can bet everyone aboard is eager to improve on their two previous fifth place finishes. Joining Ryley on the upcoming crossing are navigator Jack Halterman, Dave Hodges (who sold Jim a

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new main, #1 and two spinnies for the race), Jay Crum, Don Jesberg, Mark Golsh, Tim Cordrey, Brent Ruhne and Elizabeth Ryley, Jim's 17-year-old daughter. "We'll use a rotating watch system," said Ryley, who owns an electrical company in Cupertino. "I'm not even sure if we'll bother naming any watch captains."

Mirage was launched in 1991, the 15th SC 70 to roll out of Bill Lee's now-legendary chicken coop (*Pyewacket* and *Orient Express* completed the run). With an all-carbon fiber hull, the late model boat is the lightest of the SC 70s — and always a threat downwind. *Mirage* has won both the Alessio drag races, but hasn't fared quite as well in the last two relatively light-air TransPacs. "Both times, we didn't go far enough north," recalls Ryley. But in his previous boat, the SC 50 *Oaxaca*, Ryley won the '89 Pacific Cup overall — so he obviously knows how the game is played.

"To win still involves an element of luck," he figured. "We'll have an 8 or 9 boat class, and we'll be racing levelly. I think the best competition will come from O.E., *Grand Illusion* and *Evo*. It should be interesting with the 'super-sleds' — we start a day ahead of them and, with any kind of normal weather, should just barely beat them there. One way or the other, *Merlin's* record (8 days, 11 hours, and 1 minutes, set in 1977) is bound to fall!"

Interestingly, Ryley was one of the few sled owners who opposed the now-abandoned Lahaina Race alternative from the beginning. "The history and tradition of the TransPac have always held a certain allure for me," he claimed. "I love this race!"

Daddaboa — George Bailey's '93 Beneteau Oceanis 510 *Daddaboa* probably wouldn't have been invited to participate in the TransPac in the 'old days' — it's a performance cruiser that's more at home chartering in the Caribbean than sharing the race course with boats like *Windquest* and *Pyewacket*. But Bailey, a Sausalito resident and a partner at Price Waterhouse, was thrilled to be accepted — and even more excited when his company decided to sponsor his endeavor. "Our corporate theme this year is 'speed, passion and teamwork' — what better way to get that message across than by sailing a boat in the TransPac?" said Bailey.

The last four months have seen *Daddaboa* transformed from a liveaboard cruiser into a racing machine ("We kept a lot of the amenities," explained George. "We had a bunch of people over to watch *Captain Ron* on the VCR up at Drake's Bay Race!"). Upgrades include new 'pre-owned' sails (some off *Morning Glory*), spectra running rigging, and many deck and hardware im-

provements done by Anderson's. "I'm now known and loved by the entire Northern California boating industry," laughed Bailey. "Mark Rudiger has been a tremendous help — he's been our coach throughout this process."

Some 60 people responded to Bailey's ad for TransPac crew, and he will pick four crewmembers off the list after tryout sessions which will include a dash out to the Farallones. Already on the crew are brother David Bailey, fiancée Susan Piper (she and George will get married in Hawaii after the race) and Cheryl Grise, a fellow Price Waterhouse employee. This is probably the most coed program in this year's TransPac.

Bailey, a self-described "confirmed cruiser" who just got into racing this year, hopes his boat's high rating (it's currently 126 in the NorCal PHRF system) will help *Daddaboa* correct out well in the upcoming race. "But who knows what rating the TransPac YC will actually assign us!" said George.

BOC Wrap-Up

A childhood goal came true in Charleston, South Carolina, on April 27 as 35-year-old Frenchman Christophe Auguin sailed to his second straight Class I and overall victory

all the more special for Auguin was that Jeantot was one of his childhood heroes. "When Phillipe won his first BOC, I was a kid, I was very young," said Auguin. "For me it was a big thing, a dream. Now it is a dream come true."

Auguin's powerful Jean-Marie Finot designed 60-footer *Sceta Calberson* took easy wins of all but the first leg of the 27,000-mile marathon. (That was won by Isabelle Autissier, who subsequently abandoned her twice-dismasted boat in Leg II.) *Sceta* also posted the race's highest-ever 24-hour run, a 350.4-mile sprint set during Leg III. Technically, however, Auguin fell short of beating his own '90/'91 BOC record by a scant 19 hours. We say 'technically' because every race before this one has started in Newport, Rhode Island.

Almost as significant in this race was the second place finisher, none other than American Steve Pettengill sailing the 60-ft *Hunter's Child*, also a Class I boat. As he did for three of the four legs, Steve came from behind in the last days of the leg to finish ahead of perennial French challenger Jean

BOC Leg IV and Overall Results

CLASS I (50-60 feet)

boat	skipper	Leg 4 (leg standing)	overall elapsed time
1. <i>Sceta Calberson</i>	Christophe Auguin (FR)	24d/20h/17m/19s(1)	121d/17h/11m/46s
2. <i>Hunter's Child</i>	Steve Pettengill (USA)	27d/19h/59m/40s(2)	128d/04h/03m/09s
3. <i>Vendee Enterprises</i>	J. L. Van den Heede (FR)	28d/02h/54m/31s(4)	129d/17h/59m/38s
4. <i>Coyote</i>	David Scully (USA)	28d/02h/10m/21s(3)	133d/00h/56m/35s
5. <i>Novell South Africa</i>	J.J. Provoyeur (SA)	29d/15h/45m/55s(5)	133d/05h/11m/41s
6. <i>Thursday's Child</i>	Amet Taylor, Jr. (USA)	39d/16h/47m/24s(6)	200d/01h/46m/26s

CLASS II (40-50 feet)

boat	skipper	Leg 4 (leg standing)	overall elapsed time
1. <i>True Blue</i>	David Adams (AUS)	29d/00h/55m/30s(1)	131d/05h/06m/39s
2. <i>Kodak</i>	Giovanni Soldini (IT)	30d/23h/32m/57s(2)	134d/00h/46m/40s
3. <i>Jimroda II</i>	Channah Vaughan (UK)	40d/02h/19m/38s(4)	166d/16h/06m/13s
4. <i>Newcastle Australia</i>	Alan Nebauer (AUS)	39d/03h/21m/21s(3)	181d/13h/46m/28s
5. <i>Cornwall</i>	Robin Davie (UK)	43d/11h/11m/54s(5)	197d/04h/16m/28s
6. <i>Shuten Dohji II</i>	Minoru Saito (JPN)	(Still sailing)	

OUT OF RACE (in chronological order)

boat	skipper	circumstances
1. <i>Gartmore Investments</i>	Josh Hall (UK)	Hit object in water on Leg I, abandoned.
2. <i>Queen Anne's Battery</i>	Mark Gatehouse (UK)	Retired for personal reasons, Leg I.
3. <i>Cardiac 88</i>	Floyd Romack (USA)	Disqualified after Leg I for finishing past deadline.
4. <i>Ecureuil PC 2</i>	Isabelle Autissier (FR)	Dismasted twice in Leg II, abandoned.
5. <i>Protect Our Sealife</i>	Neal Peterson (SA)	Dismasted in Leg II, retired.
6. <i>Town of Cervia</i>	Simone Bianchetti (IT)	Severe boat damage, Leg II, retired.
7. <i>Sky Catcher</i>	Nigel Rowe (UK)	Retired for personal reasons, Leg III.
8. <i>Henry Hornblower</i>	Harry Mitchell (UK)	Distress signal, Leg III, presumed lost.

in the BOC Challenge singlehanded around the world race.

The accomplishment equals that of countryman Phillipe Jeantot, who won back to back BOCs in the first two runnings of the event in '82-'83 and '86-'87. What made it

Luc Van den Heede aboard *Vendee Enterprises* and, in Leg IV, a strong run from countryman Dave Scully on *Coyote*. Those boats finished third and fourth respectively, within 45 minutes of each other. Pettengill's performance is the best ever for an American



ANDREW BRAY

Brrrrr! We're cold just looking at these pictures of the Ski/Sail regatta — but apparently hang-overs were a bigger problem than frostbite.

in the BOC.

The fifth finisher in the 5,900-mile leg, which started in Punta del Este, Uruguay, on April 2, was Class II frontrunner David Adams of Australia, whose 29-day time put him in port only a day behind VDH and Scully, and almost two full days ahead of his arch-rival, Italy's Giovanni Soldini. Adams' 50-ft *True Blue* also finished ahead of two older Class I 60-footers, showing just how far the designs of these solo boats have progressed in the last few years. (Arnet Taylor, sailing the 1983-built 60-footer *Thursday's Child*, would not finish until 10 days later. On May 4, still 1,000 miles out and becalmed, Taylor celebrated his 45th birthday with the observation, "I hope this is the only birthday I spend on this leg.")

The rest of the 12-boat fleet trickled in through the month, and at presstime all but Minoru Saito's *Shuten Dohji II* had finished. Saito, as you'll recall, had countless gear failure problems on Leg III and finished late. He only started Leg IV on April 11.

Last of the 'regular' fleet finishers was the indefatigable Robin Davie on his 50-ft *Cornwall*, the fleet's oldest boat (built in 1973). Like most of the 'B fleet' sailors, he endured quite a few more ups and downs than the pros — including a fallen mast that required him to round Cape Horn under jury rig. Yet his spirits were just as high as Auguin's as he sailed into Charleston in 45-knot winds, dodging lightning strikes and a pair of waterspouts. And he pretty much spoke for the whole fleet upon completion of the grueling race, his second on the same boat. "While *Cornwall* is a wonderful boat —

she could go around again quite happily — I'd like to be back next time in a competitive boat; and to be here competing."

Random BOC loose ends:

- J.J. Provoyeur, the gregarious South African, bettered his boat's previous time in the race. *Novell South Africa*'s 133-day time was a week better than the boat (as *Grinaker*) did in the '90/'91 race under countryman Bertie Reed.

- Another veteran boat was *Jimroda II*, sailed by Britain's Chaniah Vaughan. Taking third place in Class II this time around, the boat sailed as *Spirit of Ipswich* under Josh Hall in '90/'91, and as *Airco Distributor* under Mike Plant (who won his class) in the '86/'87 race. With upwards of 200,000 miles under her keel, Vaughan figures the old warhorse "probably has more singlehanded miles than any other boat sailing."

- Though he ended up taking fourth place in Class II, one could argue that Aussie Alan Nebauer had the most 'exciting' circumnavigation of any of the 12 finishers — and 20 starters, for that matter. First, shortly after the Leg I start, he hit something underwater that damaged his keel. But not as bad as Josh Hall's boat. When *Gartmore Investments* smacked a submerged object a couple of weeks later, the boat began to sink. He put out a distress call and it was Nebauer that sailed over and plucked him off *Gartmore* just before it sank. Hall sailed the remainder of the leg as a passive observer aboard *Newcastle Australia*.

On the third leg, *Newcastle* lost her mast and she, too, rounded Cape Horn under jury rig. Fitting a replacement stick in the Falklands, Nebauer took off for Punta, only to lose his rudder a few days out. He finished that leg with a rudder fashioned from a spinaker pole and hatchboard.

On the final leg, Nebauer was 80 miles from the finish when *wham!* — the boat ran into another underwater obstacle, virtually in the place he'd had his Leg I encounter! This time, he saw what it was, as "a big lump of timber" rolled out from under the boat. He also noticed a decrease in boatspeed and a disturbed wake. A look over the side revealed a big chunk of wood jammed between the rudder and hull. It took an hour of stopping and snorkeling under the boat to clear the obstruction. Nebauer later admitted over the radio to "a slight paranoia" about hitting things anymore.

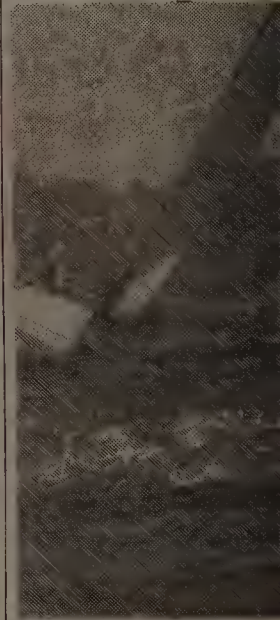
- Finally, though no longer official entries, both South Africa's Neal Peterson and America's Floyd Romack have continued sailing the various legs of the race. At this writing, Peterson was due to sail his 40-ft *Protect Our Sealife* into Charleston on May 19. He had to drop out in Leg II with a fallen mast. Romack, who was disqualified after Leg I for finishing past the deadline, also sailed most of the course, albeit at a more leisurely rate. He's only made it as far as the Caribbean Island of St. Martin with his boat *Cardiac 88*, but flew to Charleston to celebrate with the fleet.

Ski/Sail Nationals

The Second Annual Ski/Sail National Championship was held May 5-7 on chilly Lake Tahoe and on the slopes of Squaw Valley. The competition featured much better weather than last year, as participants were actually treated to sunshine and fair winds on Saturday for the sailboat races. The event is a two-phase race consisting of a sailboat regatta in Melges 24s and Lasers, combined with a dual format giant slalom ski race.

In both classes, all competitors had to both ski and sail, with no crew substitutions. Consistency was the name of the game as locals won both divisions. Greg Felich, from Tahoe City, won the Laser division by winning the sailboat race and placing sixth in the ski race for a total of 6.75 points. Stuart Struelli was second, while Jim Granger took third overall, both with seven points. The competition was quite close with the outcome not decided until the last ski race on Sunday. For his efforts, Greg won a Patagonia shelled jacket and a pair of Dualtech Rossignol skis.

Racing in the Melges 24 class was also close. The team from Omohundro, the carbon fiber production plant over in Nevada, had a great battle with *Denial, Blame and Anger* ("the three stages of sailboat racing"), Greg Dorland's all-Tahoe team. After two sailboat races, both teams were tied with 2.75 points, so it came down to the last race. In that race, Omohundro's Bobby Wilmot



finished second to Hans Williams' *Mary Don't Surf*, while *DBA* finished fourth to take second in the sailing portion of the event.

With great weather on Sunday, the ski races went off without a hitch. To no one's surprise, Todd Kelley had the fastest time on the slopes, leading the *Mary Don't Surf* team to third place in the skiing competition and third overall in the event. The fastest skiing team was, predictably, Dorland and his

locals (Eric Conner, Eric Clausen and Ralph Silverman), who took the combined event overall. Finishing fourth in the skiing and second overall, Wilmot and his America's Cup veteran crew (Scotty Vogel, Chris Rayes and Duan Krumweide), vowed to get in more practice on the slopes before next year's contest.

Extracurricular activities included a Corona Beer-sponsored Cinco de Mayo bash

at Pete 'n Peter's Friday night, breakfast at The Firesign Cafe Saturday morning, and the already-famous Mount Gay Rum Party and buffet dinner at Sunnyside Resort that night.

L.A. NOOD Regatta

The three-day Los Angeles IBM/Sailing World NOOD (National Offshore One Design) Regatta attracted 92 boats — a record

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the only Melges in the regatta that wasn't all white.

Former 505 sailor Bruce Ayres, with tactical help from Olympic gold medalist Mark Reynolds, was the early Melges leader. Ayres' *Monsoon* won the first two races, taking up where he left off at the Ahmanson Regatta two weeks earlier, which he won with straight bullets. However, a 9th and an 11th in the last two races pushed *Monsoon* back into second place. Third place went to *Not The Family Buick*, Michael Stone's Bay Area boat, driven by Bart Hackworth.

The five-race event was blessed with bright sun and good breeze. The first four races were sailed in 14-18 knots of wind, before the breeze faded to 8-10 knots for Sunday's finale.

For the first time, the ULDB 70s made an appearance at the Los Angeles NOOD. However, the sleds skipped the Friday afternoon race, competing only in the four weekend contests. Once again, Brack Duker's upwind-optimized Santa Cruz 70 *Evolution* dominated. Aided by tactician Robbie Haines, *Evo* flaunted her superior windward speed and took three of the four races. Duker beat Peter Tong's *Orient Express* by 2.75 points.

The Schock 35s also decided to forego the Friday race — maybe there's a message here? Judy Gorski's *Water Moccasin*, steered by Mark Gaudio, won two of the four races that the Schocks sailed. However, they slipped to fourth place in the finale and watched Carolyn Hardy and Mark Reardon's *Mischief* win the race — and the regatta. Dick Schmidt and Gwen Gordon placed third in *Outlier*.

ULDB 70 — 1) *Evolution*, SC 70, Brack Duker, 16.25 points; 2) *Orient Express*, SC 70, Peter Tong, 19; 3) *Grand Illusion*, SC 70, Ed McDowell, 22. (7 boats)

J/35 — 1) *Juice*, Stan Yocum, 14.5 points; 2) *Flamboyant*, Steve & Barney Flam, 19.75; 3) *Koinonia*, Doug Ament, 25. (12 boats)

CAL 40 — 1) *Radiant*, Beven Family, 6 points. (3 boats)

SCHOCK 35 — 1) *Mischief*, Hardy/Reardon, 24.75 points; 2) *Water Moccasin*, Gorski/Gaudio, 26.5; 3) *Outlier*, Schmidt/Gordon, 28.75; 4) *Troublemaker*, Alden & Adam Glickman, 46; 5) *White Fang*, Don Adams, 49. (16 boats)

SANTANA 30/30 — 1) *Redline*, Robert Marcus, 7.5 points; 2) *Speedway*, Mark & Debra Wilson, 13.5; 3) *Main Street*, Joe Case, 14.75. (6 boats)

B/25 — 1) *Jezebelie*, Kevin Wolfe, 6.25 points; 2) *Ono*, Chris Doubek, 9.75; 3) *No Blow No Go*, Steve Garland, 12.75. (6 boats)

MELGES 24 — 1) *Jayhawk*, Kimo Worthington, 17.75 points; 2) *Monsoon*, Bruce Ayres, 23.5; 3) *Not the Family Buick*, Michael Stone, 25; 4) *#38*, Bob Wilmot; 5) *Casey Jones*, Don Jesberg, 43; 6) *Sabotage*, Jeff Thorpe, 50; 7) *Traliblazer*, Wooten/

Beer can racing is back! The SYC Tuesday Night Series is one of the more competitive and fun evening venues. All photos 'Latitude'/rob.

high for this three-year-old event. Much of the growth can be attributed to the 32-boat Melges fleet that made up more than a third of the total fleet.

The Melgi contingent was not only numerically strong, it was also loaded with talent.

Kimo Worthington used this event to make his return to fleet racing. He quickly showed that the time he spent coaching Bill Koch's *America³* effort did nothing to erode his fleet racing skills. Sailing with an all-'Cubette' crew (Melissa Purdy, Hannah Swett, Merritt Carey, Joan Touchette), Worthington won the regatta with a 4-3-1-7-3 series. It was easy to keep track of Kimo during the event: sailing Bill Koch's dark blue *Jayhawk*, he had

THE RACING

Collins, 53; 8) **Ice 3**, Dale Bull, 57; 9) **Iceman**, Tim Hahnke, 61; 10) **Winning Ticket**, Ed O'Sullivan, 62. (32 boats)

J/24 — 1) **Fluid Ice**, Worsham/Steele, 7.25 points; 2) **Karat**, Charlie Kelley, 9.5. (5 boats)

Box Scores

The surgeon general has spoken — American magazine readers consume way too much fat, salt and sugar. Accordingly, in an ongoing effort to whip up tasty, race results without killing anyone with our gluttonous prose, our chefs have prepared the following 'lite' dishes:

SOUTH BAY YRA #1 (Coyote Point YC; April 22):

DIV. A (spinnaker < 150) — 1) **Spectra**, Columbia 45, Hal Wright; 2) **Coyote**, Wylie 34 mod., Nick Kluznick; 3) **Plzote**, Santana 30/30 GP, Kevin Knick. (9 boats)

DIV. B (non-spinnaker < 180) — 1) **Jet Lag**, Catalina 34, Roger Roe; 2) **Far Better Thing**, Ericson 30+, Charles McArthur. (4 boats)

DIV. C (spinnaker > 150) — 1) **Zodiac**, Kettenberg 40, Frank Ballantine; 2) **Wasp**, Excalibur 26, Randy Hough. (8 boats)

DIV. D (non-spinnaker > 180) — 1) **Chiquita**, Catalina 27, Hank Schade; 2) **Friday's Eagle**, Catalina 30, Mark Hecht. (5 boats)

SOUTH BAY YRA #2 (Sierra Point YC; May 20):

DIV. A — 1) **Fermanagh**, O'Day 34, Frank Johnson; 2) **Fat Bob**, Catalina 38, Bob Lugliani; 3) **Wind Dragon**, Catalina 34, Dave Davis. (11 boats)

DIV. B — 1) **Amicus**, Catalina 38, Jerry Zanzinger; 2) **Far Better Thing**, Ericson 30+, Charles McArthur. (5 boats)

DIV. C — 1) **Hard Tack**, J/24, Charles Allen; 2) **Zodiac**, Kettenberg 40, Frank Ballantine; 3) **Foolish Pleasure**, O'Day 27, Ed Benson. (9 boats)

DIV. D — 1) **Leeward**, Catalina 30, Jim Balestra; 2) **Chiquita**, Catalina 27, Hank Schade; 3) **Folle A Deux**, Islander 28, Frank Gibson. (7 boats)

SBRA REGATTA (Richmond YC; May 6-7):

EL TORO, SR. — 1) Hank Jotz, 6.75 points; 2) Steve Briggman, 16; 3) Al Kenstler, 16.75. (24 boats)

EL TORO, JR. — 1) Rusty Canada, 3 points; 2) Branden Wall, 8.75; 3) Matt Need, 10. (10 boats)

LIGHTNING — 1) Bruce Arnold, 4.75 points; 2) Elissa McQuillin, 6.5. (4 boats)

INTERNATIONAL CANOE — 1) Del Olsen, 5.5 points; 2) Anders Peterson, 5.75; 3) Dawn Miller, 11. (6 boats)

FIREBALL — 1) Pierric Pedron, 8.75 points; 2) Kevin Rea, 11; 3) Allison Jolly, 11.5. (9 boats)

THISTLE — 1) Dean Iwahashi, 7 points; 2) Michael Gillium, 7.5; 3) Craig Lee, 8. (8 boats)

CONTENDER — 1) Gil Woolley, 3.5 points. (3 boats)

ELVSTROM REGATTA (StFYC; May 6-7; 6 races):

LASER — 1) Steve Bourdow, 8.25 points; 2) Nick Adamson, 19; 3) Kevin Hall, 21; 4) Nick Burfoot, 25;

5) Henry Filter, 25; 6) Hamish Pepper, 25.75; 7) Andy Lovell, 31.5; 8) Jason Rhodes, 33; 9) Russ Silvestri, 35; 10) Max Skelley, 10. (35 boats)

LASER II — 1) Katrina & Maria Kuzina, 3.75 points; 2) Dave Chatham/Alex Mehran, 13. (4 boats)

RADIAL — 1) Katie Prigmore, 6.25 points; 2) Chad Frietas, 7.25; 3) Annelise Moore, 13. (8 boats)

SPRING ONE DESIGN OVERALL (Santa Cruz YC):

SC 27 — 1) **Jersey Girl**, Greg Miller, 7.5 points; 2) **Hanalei Express**, Rob Schuyler, 8.5; 3) **Good Timln'**, Gary Evans, 15.5; 4) **Velocious**, G.W. Grigg, 21; 5) **Duet**, DeWitt/Easter, 28. (13 boats)

MOORE 24 — 1) **Fatulty**, Dave Hodges, 5 points; 2) **Mooregasm**, Hank Niles, 9.5; 3) **Great Pumpkin**, Jim Maloney, 15; 4) **Adios**, Walęcka/Klitza, 16; 5) **Mercedes**, Joel Verutti, 25. (14 boats)

SANTANA 22 — 1) **US**, Jim Samuels, 9.75 points; 2) **Maybe**, Ernie Rideout, 11.25; 3) **Surge II**, Charlie Roskosz, 19. (8 boats)
(6 races; 1 throwout)

JACK & JILL (Santa Cruz YC; May 21; 13 miles):

1) **Moonchild**, Olson 25, Tim Kelbert/Moon Unit Zappa; 2) **StupldStupidet**, Eric Malberg/Sharon Stone; 3) **Wildfire**, Howard Ruderman/Oprah Winfrey; 4) **Summertime**, Bobo Larson/Janis Joplin; 5) **Nobody's Girl**, Sydnie Moore/Fabio. (10 boats)

ELITE KEEL (San Francisco YC; 5/13-14; 2 races):

ETCHELLS — 1) **Six Hundred**, Hank Easom,

pending)

J/24 — 1) **Grinder**, Jeff Littfin, 2.75 points; 2) **Electra**, John Oldham, 3.75; 3) **We Eat Veal**, Al Sargent, 8; 4) **Wonder Woman**, Dines/Kennelly, 9; 5) **Cool Breeze**, Phil Perkins, 10. (10 boats)

KNARR — 1) **Fishing's Too Easy**, Chris Perkins, 3.75 points; 2) **Benino**, Terry Anderlini, 6; 3) **Huldra**, Jim Skaar, 9.75; 4) **Red Witch**, Charles McCabe, 12; 5) **Nordlys**, Joel Kudler, 14; 6) **Penelope**, Bob Devlin, 15; 7) **Lykken**, Bob Fisher, 16; 8) **Flyer**, Chris Kelly, 17; 9) **Svalen**, Trygve Liljestrand, 17; 10) **Lord Nelson**, John Jenkins, 17. (25 boats)

STAR — 1) (tie) **#7531**, Richard Pessce, and **Larkin**, Doug Smith, 2.75 points. (4 boats)

SOLING — No starters.

HDA #3 (San Francisco YC; May 20):

DIV. F (multihull) — 1) **Pegasus**, F-27, Andrew Pitcairn; 2) **Wild Thing**, F-27, Vic Thiry; 3) **Winglt**, F-27, Ray Wells. (6 boats)

DIV. G (0-84) — 1) **China Cloud**, J/40, Leigh Brite; 2) **Jubilation**, J/40, Henry Smith; 3) **Blue Chip**, Mumm 36, Walt Logan. (7 boats)

DIV. H (87-114) — 1) **Surefire**, Frers 36, Carter Bros.; 2) **Two Scoops**, Express 34, Chris Longaker. (6 boats)

DIV. J (117-138) — 1) **Blue Max**, Dehler 34, Jim & Diana Freeland; 2) **Annalise**, Wylie 34, Paul Altman; 3) **Fire Drill**, Tartan Ten, Lambert Thom. (14 boats)



'Blue Chip', Walt Logan's new Mumm 36, took a third in her first outing, the San Francisco YC-hosted HDA race on May 20.

2.75 points; 2) **Mr. Natural**, Bill Barton, 3.75; 3) **Hyper**, Tom Oller, 6; 4) **Celebration**, Henry Fisher, 7; 5) **Wild Woman**, Jason Fain, 14. (10 boats)

11:METRE — 1) **Ronstan**, Murray/Ratiani, 3.75 points; 2) **Cindy**, Howard Shiebler, 5; 3) **Team SportsChannel**, John Sweeney, 6. (6 boats; protest

DIV. K (141-162) — 1) **Shadow**, Mull 32, Pieter DeVries; 2) **Ouessant**, Farallon Clipper, Gene Buck. (6 boats)

DIV. L (165-189) — 1) **Summertime Dream**, Jurassic 26, Spooze³ Foundation; 2) **Doctor Who**, Merit 25, John Drewery; 3) **Twilight Zone**, Merit 25, Paul Kamen. (13 boats)

DIV. M (190-up) — 1) **Neblina**, Cal 28, Mosher/Carter; 2) **Hippo**, Smith 24, Mark Wommack. (6 boats)

DUXSHIP RACE (Sausalito YC; May 21; 31.8 miles):

FLEET I — 1) **Speedy Gonzales**, Olson 30, Juan Tellez; 2) **Baffett**, Express 27, Forest Baskett; 3) **Gandy Dancer**, SC 40, Gary Hausler. (13 boats)

FLEET II — 1) **Espresso**, Express 37, Steve Saperstein; 2) **X-Dream**, X-119, Steen Moller. (5 boats)

FLEET III — 1) **Miramar**, Frers 41, Dennis & Susanne Robbins; 2) **Golden Bear**, Frers 46, Adam McAfee. (6 boats)

FLEET IV — 1) **Dance Away**, Santana 35, Doug Storkovich; 2) **Redux**, Olson 911S, Nick Barnhill; 3) **Tinsley Light**, Santana 35, Hank Grandin. (8 boats)

FLEET V — 1) **Roadhouse Blues**, Hawkfarm, Brian Boschma; 2) **Doctor Who**, Merit 25, John Drewery. (4 boats)

SSS — 1) **Tiger Beetle**, Newport 33, Rob Macfarlane; 2) **Cheyenne**, Wylie 34, James Fryer; 3) **Orange Blossom Special**, Beneteau 35, Edward English. (12 boats)

CRUZ — 1) **Miss Conduct**, Columbia 36, George Clark. (3 boats)

1994 NCYSA OVERALL (20 races)*:

OPTIMIST — 1) Jen Kaldor, 21 points; 2) Ryan Seiff, 31.25. (8 boats)

EL TORO 'A' — 1) Jason Martin, 20.75 points; 2) Dana Jones, 29.5; 3) Kris Greenough, 59.5. (14 boats)

EL TORO 'B' — 1) Patrick Diola, 45 points; 2) Rob Horne, 48.5; 3) Joey Pasquali, 57.25. (13 boats)

LASER 'A' — 1) Chad Freitas, 64.5 points; 2) Annalise Moore, 75.75; 3) Kimball Hall, 81.75. (25 boats)

LASER 'B' — 1) Alex Menran, 45 points; 2) Stephanie Hilborn, 64.75; 3) Rob Maxim, 65.75. (14 boats)

LASER II — 1) Maria & Katherina Kuzina, 26.5 points; 2) Brent Harrill/Brendan Richards, 46. (10 boats)

(* = better late than never!)

Race Notes

Sale boats of the month: Steve Wonner of Richmond YC sold his Cal 2-27 last December ("thanks, *Classies!*") and has moved up to a WylieCat 30 — hull #2, scheduled for a June 1 launch. Steve will campaign **Uno** in the ocean, and also plans to enter some shorthanded races. He still co-owns the Cal 20 *Sea Saw* with Dave Green — in fact, they're gunning for their third consecutive season championship this summer. . . StFYC member Tom Coats has traded in his Baltic 38 *Criterion* for a new J/105, which he named **d'Artagnan** (the fourth musketeer). The boat debuted at the Brut 'Carnage Cup', where it received a warm welcome — it was hit six times in five days!

Multihull mania: Paul Simonsen has called off his multihull TransPac elapsed time record assault and has put his modified ProSail 40 catamaran **TomCat** for sale. "I have too many family obligations lately," he



Cool spinnaker graphics: 'Hippo' (above) is leading HDA-M after three of 12 races, while 'Shadow' (right) is on top of HDA-K.

claimed. "Also, *Lakota* is doing the same trip this summer — they're 20 feet bigger and would probably have beaten our time anyway." . . . Speaking of *Lakota*, owner Steve Fossett is having a new Gino Morelli designed mega-multihull built on a fairly quick schedule. Fossett intends to break a bunch of course records with the new boat, and then enter 'The Race' in 1999.

Early notice: the ninth biennial **West Marine Pacific Cup** ("The Fun Race to Hawaii") is scheduled for July 8-12, 1996. Last year, 59 boats — the largest fleet ever to sail from San Francisco to Hawaii — participated. Info packets and the official race notice will be available in June (write PCYC, 2269 Chestnut St., #111, San Francisco, CA 94123). . . The **PICYA Big Boat Championships** are set for July 15-16. All member yacht clubs are encouraged to enter the Big Lipton (PHRF 48-84), the Larry Knight (120-150) and the Little Lipton (162-198). For notice of race, entry form or general info, call Doug McVae at 479-7411.

Sled news: Don Hughes of Santa Barbara is the new owner of the R/P 70 **Taxi Dancer**. Hughes will be working with sailmaker Dave Ullman and designer John Reichel to optimize the sled, and a new keel is sure to be among their plans. (Don's former boat, the R/P 42 *Quintessence* was sold to Cleveland several years ago, where it was promptly zorched by a lightning bolt. Totalled by the insurance company, the boat was sold as salvage to a new owner in Santa Barbara, where it is once again winning races.)

Mike Campbell is the latest sledmeister to

go 'turbo'. His Andrews 70 **Victoria** is currently at DenCho Marine getting outfitted with a fractional carbon fiber rig and a deeper America's Cup-style bulb keel, complete with a built-in kelp cutter. Designer Alan Andrews is working out the numbers to



make *Vicki* a better all-around boat than the two Trans-Pac-oriented 'super sleds'. The 'new' boat will debut in the Santa Barbara to King Harbor Race on July 28. . . Roy Disney continues to remodel and rerate his SC 70 **Pyewacket**, putting in a lighter engine (by 500 pounds) and moving it five feet forward. Another 500 pounds of internal ballast was also jettisoned, another 1½ feet was added to their spinnaker pole, and a new inventory of bigger kites was ordered. The previous five now undersized small kites (used once in the Ensenada Race) are for sale — ouch!

More big boats: George Coumantaros has ordered a new **Boomerang**, this one a Frers 74 ILC maxi. Eric Goetz, the premier composite boatbuilder in the U.S. will build the new beast. . . **Tom Petty**, an emergency room doctor in Nevada and a Moore 24 sailor (*Brio*), has hit the fast-forward button: his new Wylie-designed aluminum 60-foot round-the-world cruiser is currently under construction at Jim Bett's shop up in Tahoe.

Seattle bound: **Scott Owen** recently sold his Olson 911s, which was sometimes known as *Uptight Emma* (ex-*Wavetrain*), up north. Owen, one of the Bay's most enlightened amateur sailors, will be a 'free agent' for awhile. . . **ENZA** ("Eat New Zealand Apples"), which was in San Diego during the 'Kiwi Kup', is also headed to Seattle and

THE RACING SHEET



LATITUDE/ROB

Vancouver. She's scheduled to swing through San Francisco in late July/early August on her way back to San Diego. Future plans for the 90-foot long, 43-foot wide cat include a shot at regaining the 24-hour distance record (the French tri *Primagaz* upped it 18 miles to an amazing 538 miles last summer).

From the ashes: **Santa Cruz Yachts**, which bought the remains of Bill Lee Yachts from interim owner John DeLaura in January, is currently working on two SC 52s and has an order for a third. Hull #8, scheduled for a late June launch, will go to Paul Ely, majority owner of SCY. Hull #9 is being built on spec for the East Coast, and will feature a shoal keel. "We're talking to some people about building SC 70s again, but we don't have any firm orders," said part-owner Chuck Eaton. "We've also got the molds for the 50 and the 40, but frankly don't expect to ever use them again." . . . Meanwhile, **Bill Lee** has reincarnated himself in Soquel as a design consultant and yacht broker specializing in performance oriented boats.

Slip slidin' away? Just eight nations have registered for the all-IMS **Champagne Mumm Admiral's Cup** to be held in early August on England's south coast — a somewhat disappointing turnout which may be construed as further evidence that the IMS rule just isn't working. The U.S. team — consisting of Bob Towse's Farr 47 *Blue Yankee*, David Clarke's Farr ILC 40 *Hog Heaven* (the original name, *Year of the Pigs*, was nixed) and Satoshi Utsumi's Mumm 36 *No Problem* — is the pre-race favorite. Competition will come from the U.K., Germany, Italy, Ireland, South Africa, Hong Kong and Scandinavia (a region, rather than a country, can apply if they have a regional yacht racing union). New Zealand and Australia are conspicuously absent this time around.

The TransPac-bound Beneteau 510 'Daddaboat' has been racing with '--ice Water-----' on its hull (advertising is illegal in local events).

Briefly noted: Newport Harbor High School won the **High School Dinghy Nationals** (Mallory Trophy) in early May at Coronado YC, while Jon Baker of the Bishop School (San Diego) won the 30-boat **High School Singlehanded Nationals** (Cressy Cup). FJs and Lasers, respectively, were the dueling utensils. Twenty high schools from across the country were represented — with Northern California entries nowhere in sight. . . The **Tom Blackaller Fund** recently awarded four grants totalling \$5,000 for the '95 sailing season, all to pre-Olympians under 25 years old: Josh Adams, a 470 sailor from Newport, RI; the New England-based 470 team of Kristina Farrar and Louise Van Voorhis; boardsailor Lane Butler of Aliso Viejo; and the Bay Area's top boardsailor, **Ted Huang** of Los Altos.

Rockstar round-up: The most recent **Omega World Match Race** rankings show Peter Gilmour (AUS) still on top, followed by: 2) Russell Coutts (NZL); 3) Bertrand Pace (FRA); 4) Ed Baird (USA); 5) Roy Heiner (NED); 6) Thierry Peponnet (FRA); 8) Magnus Holmberg (SWE); 9) Jesper Bank (DEN); and 10) **Paul Cayard** (USA). Other Yanks in the top 100 are Peter Isler (24), Steve Grillon (43), Kevin Mahaney (47), Morgan Reeser (64), **Jeff Madrigali** (69) and Jim Brady (81).

Town of Stars: All five Star representatives recently named to the **U.S. Sailing Team** hail from the former home of the America's Cup, San Diego. The team, ranked in order, is: 1) Vince Brun/Mike Dorgan; 2) Mark Reynolds/Hal Haenel; 3)

George Szabo/Rick Peters; 4) Joe Londrigan/Phil Trintner; and 5) John Kostecki/Tom Olsen. What's it all mean? We don't have a clue!

Collegiate update: By the time you read this, the **Women's Nationals**, held in San Diego on May 26-28, will be over (St. Mary's, led by Danielle Brennan, was favored, though Stanford had a legitimate shot at it), and the **Team Racing Nationals** (May 30-June 1 at Alamitos Bay) should also be winding up. Stanford qualified for the team racing for the eleventh straight year — quite a feat in itself! The main show, the **59th ICYRA Collegiate Dinghy Nationals**, will occur on June 2-4 in FJs, hosted by USC and Alamitos Bay YC. Look for Navy, led by the formidable Ryan Cox, to finish on top.

Sixteen schools have qualified for the nationals, with Berkeley and UC Irvine representing the West Coast. Berkeley got the nod based on winning the PCCs at USC on April 29-30 for the second year on a row (Irvine was second; Stanford choked and ended up out of the money in third). Berkeley's hot units this year have been **Andy Zinn** and crew Rachel Braun (an Encinal YC junior sailing product), and **David Houser**/Cara Strebe.

Attention, dinghy sailors: As of May 1, boats under 16 feet — kayaks, dinghies, rowboats, etc. — are no longer allowed to count type IV throwable personal flotation devices (PFDs) to be in compliance with federal rules. The new law stipulates that a *wearable* PFD be carried for each person on board — and after a grace period which ends on June 30, the fine for not meeting the new requirement can be **up to \$1,000**. Note that the new law doesn't actually say you must be wearing the PFD — unless you're a kid (defined as under six years old). One final warning: the 'water cops' at the entrance to the San Francisco marina have been completely overzealous this spring. They've busted dinghy sailors for no CF numbers (don't put them on the boom!), for speeding in the harbor, for no sound signals (horn or whistle) and other similarly heinous crimes. Try not to meet them.

Things that didn't happen last month: The **Colin Archer Race** and the **Passport Regatta** were both abandoned for lack of wind (the Archer has been rescheduled for June 10). . . The **Corlett Race**, a two-legged ocean excursion, was canceled due to lack of interest. . . **Bill Koch** stiffed the Armchair Sailor in Sausalito at his scheduled May 19 booksigning for his book *To The Third Power*, inexplicably pulling the plug on his nationwide promotional tour.

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CHANGES

With reports this month about **'Heart Light's** encounter with the forces of evil during the **Queen's Birthday Bash**; a fast trip from **Mexico to the Caribbean**; more observations from **Tom Scott** following his six-year circumnavigation; a quick **California coastal cruise**; the lowdown on last month's **Sea of Cortez Race Week**; and the usual plethora of **cruise notes**.

Heart Light — Catalac 42 Rescue At Sea Diviana & Darryl Wheeler (Numerous Dimensions)

Some people look at an X-ray and see nothing, while a trained doctor will notice a fractured bone. While everybody knew Americans were hungry and rushed in the '50s, only burger visionary Ray Kroc saw the need for McDonalds. Similarly, while ordinary folks have accepted the 'Queen's Birthday Storm' last June as a strictly meteorological occurrence, Diviana Illumin Brahman — who proclaims a deeper understanding than most — recognized it as a colossal battle between the *Forces of Good* and the *Forces of Evil*.

When the worst was over, the Catalac 42 catamaran *Heart Light* — that Diviana, her husband Darryl, and two children (one biological, one spiritual) had survived on — was on the bottom of the ocean. But not for the reasons anybody is likely to guess.

The Wheelers are not your average cruising couple. They were on an extended book tour supporting Diviana's New Age book *Great Awakenings* in 1988, when a guy at the St. Petersburg Elk's Club offered to

Diviana's true story is to be found within these pages.

trade them his catamaran for the luxurious bus the couple had been touring in. Diviana consulted one of her oracles and was instructed to go ahead with the deal — though she and Darryl knew nothing about sailing and had no particular interest in it.

Why? Several years before, Diviana had consulted a clairvoyant at a psychic fair and had been told: "They will contact you at sea". Having been taken aboard a UFO at the tender age of four, Diviana didn't have to ask who 'they' were.

Contrary to popular belief, psychics don't have it all that easy while sailing in the material world. It was dicey, for example, when it came time for the couple to enter the pass at Ahe in the Tuamotus. "We could start to feel the boat jitter under our feet, and I felt a cold creepy feeling start to climb my spine," writes Diviana. "Then, from nowhere, came an unexplainable single burst of wind. It hit the side of the boat with such tremendous force that we spun around 180 degrees, and found ourselves instantly being dragged backwards through the seething water at seven knots."

There's plenty of evidence that novice sailors are often able to beat the odds and make long — even difficult — ocean passages. And even though Darryl and Diviana had been able to reach New Zealand by 1993, it wasn't because of any extraordinary sailing skills. "Even with 11,000 miles under our hulls, we'd rarely taken over the helm except when motoring through an anchorage or docking," writes Diviana. When they'd covered 16,000 miles, she'd almost bragged that they'd yet to jibe once.

Darryl claimed that if he had to steer through a storm, they might as well "kiss their asses goodbye". Presumably to another dimension.

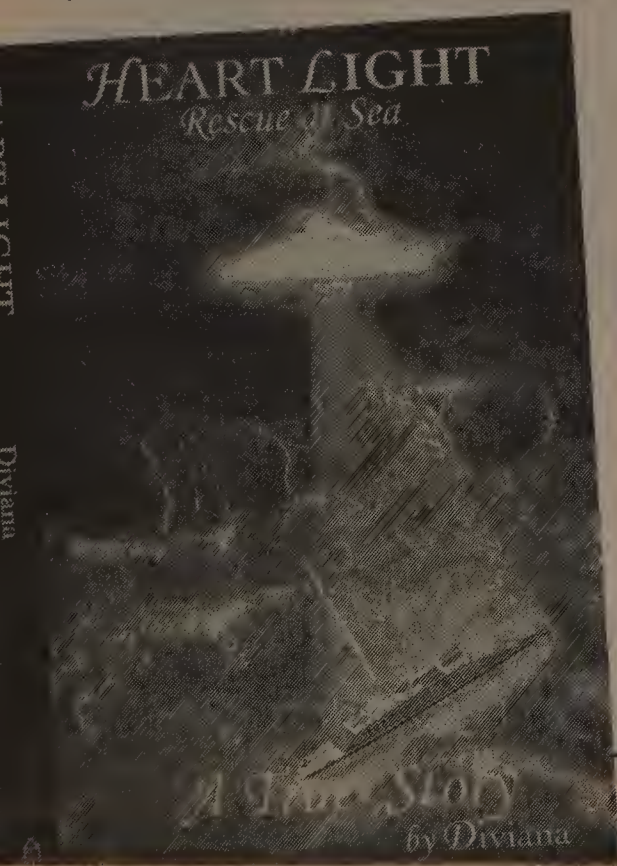
The couple were eager to leave New Zealand for Tonga in late May of '94 because they'd booked a whole season's worth of charters. Specialty charters, that is, for folks looking to get away from 'human and electrical pollution' in order to more clearly hear voices and pick up frequencies. This makes perfect sense to us. Veteran sailors will tell you that far out to sea is the best place to hear voices, enjoy visits from the dead, and transcend the Third Dimension.



Unlike Darryl, Diviana not only listens to voices, sages, the I Ching and such, but she *acts* on their instructions. Always. Although Darryl had once founded and managed 15 General Pants stores, Diviana and her voices seemed to wear the trousers in the relationship. When it came to looking for weather windows during which to make passages, for example, the I Ching was more valued than a weatherfax or reports from other cruisers.

When it came time to leave New Zealand, day after day the weatherfax said 'go, go, go', but Diviana's sage kept saying, 'no, no, no'. Eventually, Darryl got a reluctant Diviana to agree to 'reposition' *Heart Light* so the catamaran would be at a better jumping off point once the sage said conditions were right to head for Tonga. But they — and their two crew — never reached that place, having gotten caught up in what most people think of as merely the 'Queen's Birthday Storm'.

By all temporal accounts, that storm was an extremely wicked one. There were sustained winds of 75 knots with gusts in the 90s. The seas were estimated by authorities at a genuine 36 feet. Three lives were lost, six yachts were abandoned or sunk, and 21 people were rescued. Even good sea boats



IN LATITUDES



ALL PHOTOS COURTESY DALLANCE

Clockwise from top left, a sequence showing 'Super Servant Six' 1) ready to take on boats; 2) taking on 'Cascade', and 3) with 'Cascade' and 'Dalliance' loaded. Story on next page.

— such as Westsail 32s and Norseman 447s — were rolled, often more than once.

Before, during and after the 36-hour storm, Diviana — whose Mayan name is 'Storm' — was in a meditative trance. Although Darryl would struggle to let the goddess in himself come out, Diviana was picking up frequencies, seeing lights, being visited by Etherian spaceships — and gradually understanding more and more of what was happening.

"I came to the reality that we were now going to experience the skirmish to bring the Forces of Good into the world to start the battle for world dominance. This battle had to take place at sea, where the conflicting forces and the ensuing vortex door were being opened to allow the Higher Forces to penetrate."

Despite the horrifying weather, Diviana was anything but afraid. "I could see my brothers and sisters from the Seventh Realm moving in their Etherian ships through the center of the vortex into the dense time loop. I had lived all my life for this."

There was a seeming climax when, "With an ear-shattering scream, we heard *Heart Light* roar her final death scream as she

careened down a 100-foot wave out of control. I felt like she was being hit from all sides by a freight train."

Shortly thereafter, "*Heart Light's* hull was caught in a powerful tractor beam from the Seventh Realm Spacecraft hovering above us in the tempest. The *Dark Force* that had tried so hard to destroy us was itself now held in the same beam."

Then something weird happened.

The *San Te Maru* #18, a large ship, arrived on the scene in the middle of the night to offer assistance. Since it was impossible to do anything in the dark, and since two other boats were in more serious difficulty nearby, the ship took off for a couple of hours before returning. While *San Te Maru* #18 was off looking for the other boats, Diviana came to a great realization:

"*Heart Light* and her crystal cargo had to be sunk at the exact location, to act as a beacon for incoming Etherian ships and an exit for souls choosing to leave the Earth's frequency band. *Heart Light* was to be sacrificed as a platform, a foundation for the New Paradigm message from the Seventh Realm."

So when *San Te Maru* returned, Diviana had to convince the captain that he had to destroy the catamaran — which was still

seaworthy, uninsured, and represented most of Diviana's and Darryl's wealth. The captain seemed like an understanding soul in the beginning — he had a dog named storm — but when he started to balk, Diviana had to lay down the law. Unable to find her boat's shotgun to shoot holes in the hulls, she threatened to use the contents of four propane tanks to send *Heart Light* to the bottom. That was enough for the captain of *San Te Maru*; he agreed to sink the cat.

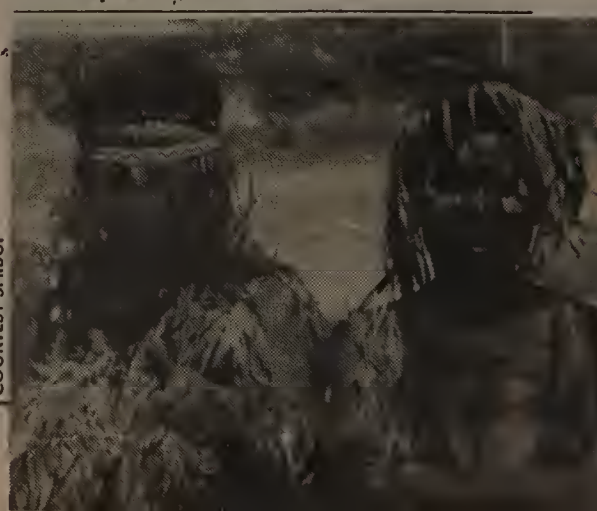
Ramming a catamaran in the midst of storm conditions isn't the easiest thing to do, but the captain was relentless and fulfilled his promise. Unfortunately, many of Diviana's treasured possessions — such as her Ascension Wand, Swedish Wood Troll and some unusual artwork — went down with the boat. At least temporarily. Naturally they were all returned to Diviana — but you'll have to read *Heart Light, Rescue At Sea* (Random House, New Zealand), to find out just how she got them back.

If some of you are skeptical about this kind of stuff, you're not alone. We once levitated for about 15 minutes. In the kitchen of a pizza parlor. In East Oakland. With the help of two ditzy high school girls. And we're still skeptical about levitation. But when it comes to evidence about the spaceships, lights, frequencies and such during the 'Queen's Birthday Storm', Diviana offers corroboration in her book from other cruisers.

Naturally the loss of *Heart Light* was difficult for Diviana and Darryl, but there is consolation that goes far beyond material satisfaction. "*Heart Light* was to become a living testimony; a constant reminder to Darryl and me of the work we had chosen to come and do on the blue and green planet called Gaia." So they've got that going for them.

We always liked the story Tristan Jones

Caution: Not all suspicious-looking people are Etherians. These two dudes, for example, are from Papua New Guinea.



COURTESY SHIBUI

CHANGES

told about teaching his dog how to play chess while their boat was trapped in the Arctic ice pack, but Diviana's book reaches a whole . . . well, different dimension. Laugh as some of you may, *Heart Light, Rescue At Sea* is a very entertaining book — on many levels. Even the banal one where most of us reside.

If nothing else, the non-controversial facts of the book are very interesting. For example, that catamarans are pretty damn seaworthy. After all, two relatively small catamarans — one a mediocre bluewater boat at best — survived storms on their own, while Westsail 32s and other good monohulls were rolling over and over. How do you explain that — other than through Etherian intervention, of course?

Ultimate storms often put people off cruising, but this hasn't been the case with Diviana. When one of her 'children' asked, "When are we going cruising again?", Diviana had this to say:

"Soon, very soon. But this time not by boat. This time through the cosmos!"

Diviana Illumin Brahman may be reached at Box 36-574, Northcote, Auckland, New Zealand.

— latitude 5/22/95

Dalliance — Freeport 41

Jack & Susan Dally

Mexico To The Caribbean — Fast!
(Sausalito)

There we were, shuffling through the side streets of Zihuatanejo, looking for the rotisserie chicken that would be the foundation for one of our last 'on the cheap' Mexican-style cruising dinners before we pulled the hook. Our plan was to leave Z-town three days later and begin the long swing down the west coast of Central America, through the Canal, and up the east coast of Central America. Ultimately, we'd end up in Florida to wait out hurricane season — or terminate our cruise and return to work.

In order for most people to leave a perfectly good career, sell (or store) almost all they own, and sail off into the sunset, they have to have a 'vision' of some sort. My vision had been the Caribbean. In particular, to sail into Little Harbor, Jost van Dyke, British Virgins, aboard my own boat for once, to make my own 'Pain Killer' behind the 'serve yourself' bar at Sydney's Peace & Love. And then go 'down island' to Antigua for Sailing Week. In fact, this had been the original inspiration for buying *Dalliance*, our Freeport 41 ketch.

But now it was looking like our not-

totally-researched cruising plan would take us to the end of our six to nine month time frame — but still not get us to Sydney's or Antigua Sailing Week. I kept convincing myself that this was all right. We'd been having a really great time with the many friends we'd made on our way down to Z-town, and we were really looking forward to cruising Costa Rica, exploring the San Blas Islands, diving in Belize, and taking the journey inland to climb the pyramids in the Yucatan. It was going to be exciting — it just wasn't going to be our original 'vision'. But hey, we were cruising, which in itself means you have fun by constantly changing your plans and creating *new* visions.

So there we were, looking for the best \$3 (U.S.) chicken, when we stumbled into our good friends Richard and Holly Dietrich from the Sausalito-based S&S 65 *Cascade*. We'd known this happy couple and their two sons from Schoonmaker Marina in Sausalito, but had only really gotten a chance to know them while 'racing' down to Cabo on the Baja Ha-Ha. So when we met them in the streets of Z-town, we naturally began catching up and comparing experiences — we hadn't seen one another since Cabo.

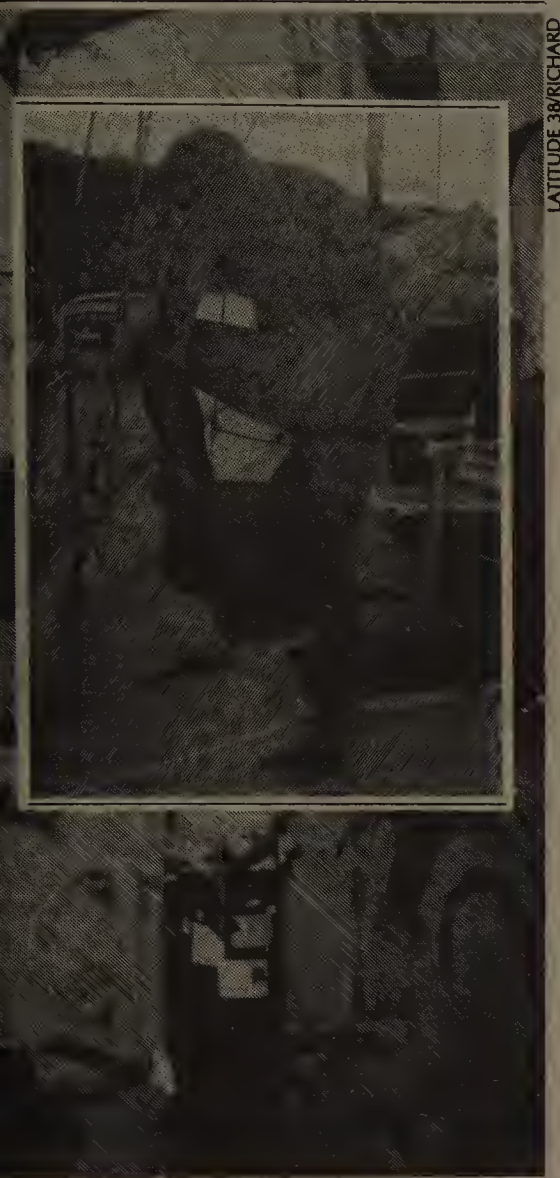
Like Diviana, Dally had a vision. His was of 'Pain Killers' at Sydney's (spread) and giggles at Antigua Sailing Week (inset).

Eventually, we got to "Well, what are the plans for *Dalliance*?" I told about our plans to sail to Florida, and about all the stuff we'd added to the boat — SSB radio, PC with weatherfax, 35 new charts, the 150-amp alternator, etc., etc. — so we'd feel comfortable about making the trip.

When we asked where *Cascade* was going next, the answer taught us that there is more than one way to get your boat where you'd like her to be. Robert made vague references to going through the Canal, on to Florida, and ending up in the Caribbean. When I asked him what his time frame was, he simply said, "Mid March." Since it was already mid-February, I expected he was referring to a time frame for going through the Canal. "Great," I responded, "we'll be there about the same time; maybe we can lock through together." That's when Robert said he planned on being in St. Thomas, US Virgins, by mid March — and no doubt got some kicks at watching my *mañana* mind doing a big "Huh?"

"I thought you were into enjoying your passages," I said. "That seems pretty damned aggressive — if not downright ugly."





LATITUDE 38/RICHARD

Oh yeah, I was also told the price: about \$365 a foot to deliver *Dalliance* to St. Thomas — after a week layover in Fort Lauderdale. Right then sticker shock had me feeling like my vision was way too expensive, and that Susan and I should forget the whole thing. But I couldn't let the idea go without going through all the pros and cons. And there was no better place to go through such a process than at the extremely beautiful and romantic Port Mia restaurant.

Pros: No ugly watches — in fact, no watches at all. No worries about breakdowns off unfamiliar coasts, no wear and tear on the engines and sails, all the meals and all the Heineken (the ship was Dutch) were included, and three weeks of dry dock environment which meant I could do the bottom job I'd been putting off. It would also mean we'd get to the Caribbean in time for almost a full season — and we'd make it to both Sydney's and Antigua Sailing Week.

Cons: It would mean we'd miss cruising Costa Rica and all the other places we'd been getting excited about, and have to cough up nearly half our cruising kitty — \$365 times 41 is a lot of dollars — to pay for the shipping.

Certainly not everyone would have come to the same conclusion that we did, but by the end of the evening we decided that the pros of shipping the boat had won out over the cons. This meant we only had a few days to say goodbye to all our cruising friends in Z-town and get up to Lazaro Cardenas.

The Mexican officials at that industrial port are not used to dealing with cruising boats, and even less used to dealing with boats that are leaving as cargo on yet another vessel. But trying not to show any concern about the 15 officials that showed up to check out the five yachts that would be leaving aboard the transport ship, we got through all the paperwork in about three hours. Actually, it wasn't really that bad — it can take that long just to walk to all the offices necessary to check into Cabo.

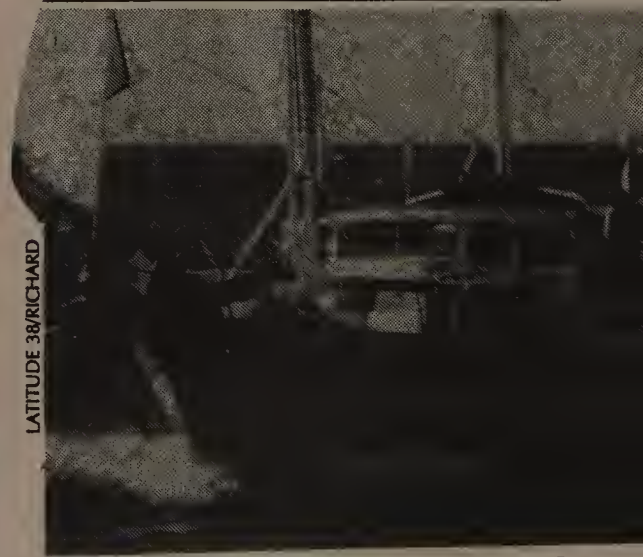
The day before *Dalliance* was to be loaded aboard *Super Servant Six*, the latter looked like a normal ship. But on the morning of 'boarding day', she definitely had a 'sinking' look. In order to take on the vessels she'd be transporting, *Super Servant Six* took on enough water ballast to sink — in a very controlled manner — almost 22 feet below her normal waterline. This meant the entire deck is covered with 15 feet of seawater. After the ship — which was

originally designed to deliver huge oil platforms to North Sea drilling fields — was ballasted, the boats were loaded on.

Loading *Dalliance* aboard *Super Servant Six* was easy; we simply drove her over the stern of the ship as if we were pulling into the harbor entrance at Pier 39. A couple of Danish and Filipino deckhands took our lines and tied our port side off against the inside wall of *Super Servant Six*.

The next phase of loading took about eight hours, although we didn't have to lift a finger. First, large cargo straps were attached to each boat to hold them up against the inner walls of the ship. As this happened, we became aware that the deballasting process was underway, as the whole ship began to rise in the water. While this happened, divers began adjusting shims and blocks beneath the keels of the cargo/boats. Once *Dalliance* was tied up to the inside of the ship, we were cargo!

It took about two hours for the deck of the ship to rise above water level again, after which it quickly dried in the hot Mexican sun. As soon as most of the water had disappeared from underneath all of the boats, a welding team went to work welding big steel supports under all the hulls. After completing the work necessary to support the boats from the bottom, they attached six-inch wide straps across the tops of the boats and cinched them down to deck. *Dalliance*



LATITUDE 38/RICHARD

The Freeport 41 'Dalliance', on her way down the coast of Mexico during the Baja Ha-Ha Rally to Cabo.

sure wasn't going to be going anywhere that *Super Servant Six* wasn't!

Meanwhile, the ship's electrician came by to hook up our 'shorepower' to their system. For many of the yachts riding with us, they

Then he dropped the bomb. He told us there's a company called United Yacht Transport out of Port Everglades that will pick you and your boat up in one port and drop you and her off almost anywhere in the sailing world. And you don't even have to unstep your mast.

"We're leaving in about a week aboard one of Yacht Transport's ships from Lazaro Cardenas, which is just a short distance north of here," said Robert. "Here's the company's phone number. Why don't you give them a call, you — and your boat — could be in St. Thomas in a few weeks."

Before I knew it, our original cruising vision was back. Mexico and her cool *cervezas* were very satisfying . . . oh, but the thought of a fresh Pain Killer at Sydney's! The idea of diving into the beautiful turquoise water! Even the possibility of making it to Antigua Sailing Week!

Figuring that an inquiry wouldn't cost much of anything, the next morning I called United Yacht Transport. I learned there was room on the ship for *Dalliance* — it was actually their 'off season' and the ship would be virtually empty — and that I'd only need to be in Lazaro Cardenas a day before the February 22 departure to have all of the paperwork and clearances taken care of.

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also provided seawater connections so that refrigeration and air conditioners could be run.

Feeling at ease about *Dalliance's* security, Susan and I decided it was time to check out the accommodations on our 'cruise ship'. We found our way to the ship's mess and, as promised, found that the common fridge was filled with cases of icy Heineken. After a couple of days of not having to worry about watches or weather, and plenty of cold beverages — and meat and potatoes as often as three times a day — I quickly came to enjoy the passage.

For the next 2½ weeks, life fell into a smooth routine. We'd check our progress on *Dalliance's* GPS, make a plot on our chart, then climb down our boarding ladder to the ship to survey which part of *Dalliance's* bottom we'd paint next. After that, we'd go up to the bridge, chat with the captain, and grab a steak and potato lunch. Later we'd go over to *Barca*, a custom 60-ft sloop, and play cards with our new friends Gain and Gail in their air-conditioned salon.

The Panama Canal was most interesting from the vantage point of *Super Servant Six's* flag deck. The most exciting part was when the Panama Canal Commission's mules — the electric trains which replaced the real mule teams of long ago — tried to rip the bow off the ship. They misjudged the ship's momentum, and when they stopped her from punching through the gate of the first lock, it stretched the steel cables that connect the mules to the ship to tight against *Super Servant Six's* bow railing, peeling half of it right off the ship! Oops.

We made it to Fort Lauderdale on March 5th, were unloaded for six days of cruising there, then reloaded on the 11th for the trip to St. Thomas. The ride across the Gulfstream was wild, with 35 to 45-knot winds and 7 to 15-foot seas for three solid days. Susan was sure as hell glad we didn't have to make the trip on *Dalliance's* bottom. I was, too!

We arrived in St. Thomas fresh and ready for fun. Once unloaded, we headed straight for Little Harbor and Sydney's. Within 30 minutes of dropping the hook, we were mixing our own Pain Killers behind the counter at Sydney's, talking about the area we would be snorkeling the next day, and when we might want to head down island to catch Sailing Week.

Thinking back, it was only four weeks before that I figured my 'vision' was going to be out of reasonable consideration for our



If you're headed to French Polynesia, John Neal recommends the refurbished Marina Apooti on Raiatea. He reports reasonable prices for both mooring and food.

short time frame cruise. But when you cruise, plans change.

— jack 5/5/95

Nepenthe — Folkes 38

Tom Scott

**The Last Legs
(Redwood City)**

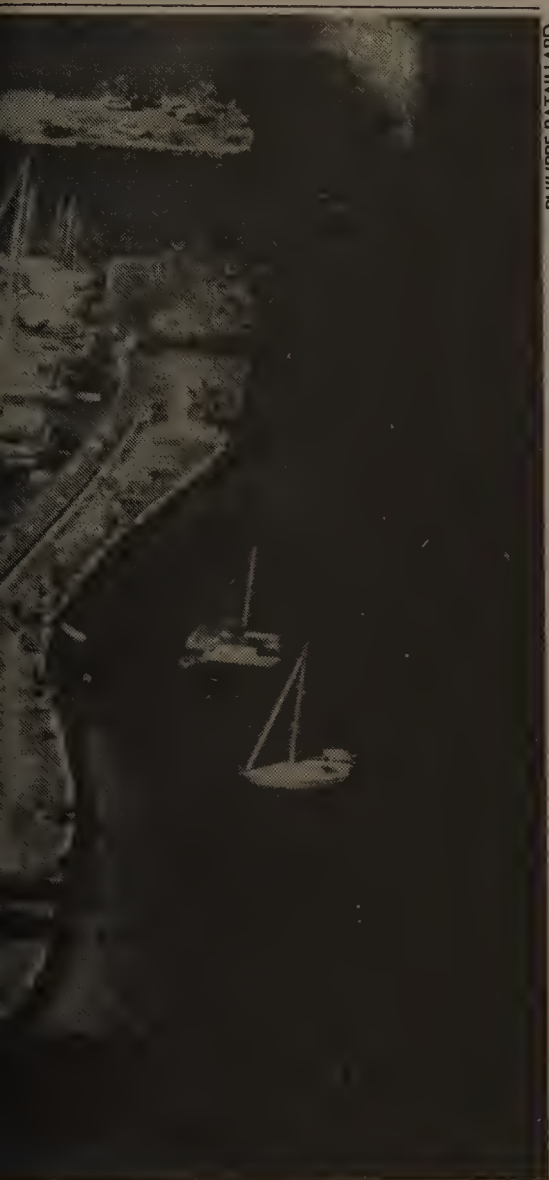
[Editor's Note — Last July, Tom Scott of the Redwood City-based *Nepenthe* returned to his homeport after a six-year, mostly singlehanded, circumnavigation aboard the steel *Folkes 39* he finished from a bare hull. As befits a guy who became totally acclimatized to the leisurely cruising pace, Scott only recently completed his remembrances of the last year to paper. Although the early parts are somewhat dated, Scott is a keen observer, so we think you'll still enjoy his comments.]

When I ended my last letter, *Nepenthe* was lying in beautiful Zihuatanejo Bay, which plays host to a substantial segment of the American and Canadian winter cruising fleets. For many folks cruising in Mexico, Z-town is a great place to wait for the chilly,

brisk winter winds of the Sea of Cortez to be replaced by the much warmer breezes of late spring and summer. For others, Z-town is the last port before making the long passage across the Pacific to Polynesia or down the coast to Costa Rica and Panama. As for myself, I've always liked to think of Z-town as a worthy destination on its own merits.

The cruising fleet seemed to be about the same size — 30 to 40 boats — as when I'd passed through six years before. However, the boats were bigger, with many more over 50 feet in length. It also seemed that more boats had sophisticated equipment such as weatherfaxes, chart plotters, computers, one or more GPSs, and watermakers. Only a few boats had this gear in the electronic 'dark ages' of 1988 when I started out.

At the risk of seeming an old, salty curmudgeon, I confess that I told my fellow cruisers: "The more you have, the more you have to fix". Whenever anyone would whine about repair nightmares on such equipment, I'd naturally assume my 'I coulda told you so' expression and would nod sagely. Strangely enough, this ploy only encouraged those unfortunates to relate their mechanical and electronic miseries in greater detail. I haven't



PHILIPPE BATAILLARD

notwithstanding, he did manage to get a tan before sailing for the South Pacific.

It was mid-March when — with some sadness — *Nepenthe* and I left Zihuatanejo and headed northwest along the Mexican coast. During the night I got a bit nervous because it seemed that I was being followed. When dawn broke, I discovered that I had been — by the Mexican Navy. They'd been hanging a half mile back all night.

After some half-understood chit-chat — my Spanish is poor — on the radio, they sent over their boarding party. As near as I can remember of my last U.S. Coast Guard boarding six years before, their methods were the same — which suggested to me they'd been trained in the U.S. The enlisted men were silent and professional. The officer-in-charge was likewise professional, but quite friendly, engaging me in conversation (distraction) while his men roamed about looking for signs of nefarious activity (smuggled drugs).

When the paperwork was completed, they wanted to peek inside a few lockers. I obliged with a smile and without protest. The boarding party disturbed nothing, and only asked me to open lockers and move stuff around a bit so they could see better. For as even they told me, Mexican law doesn't permit vessels to be searched without cause. I suppose I could have refused their request to poke around, but to what end? Had I done so, I suspect they would have been on the radio shortly thereafter, and I would have been met by U.S. Coasties for a more thorough search.

During the entire incident they were polite, professional and obliging. The only thing that I had asked of them was that the seamen insure that all their weapons were on 'safety'. The officer-in-charge issued the order, the men checked their weapons, and that was that.

I later pulled into Melaque, just up the coast from Manzanillo. The town had grown some in the last six years and showed traces of relatively greater affluence: people dressed better, the town was cleaner, there were more cars and taxis — and a lot less of the sullenness that accompanies acute poverty.

It was the same at nearby Barra de Navidad, a town I've been visiting for over 20 years. I was delighted to find that Los Pelicanos restaurant was still open and presided over by Philomena, a great lady who long ago escaped the East Coast of the

United States to make Mexico her home.

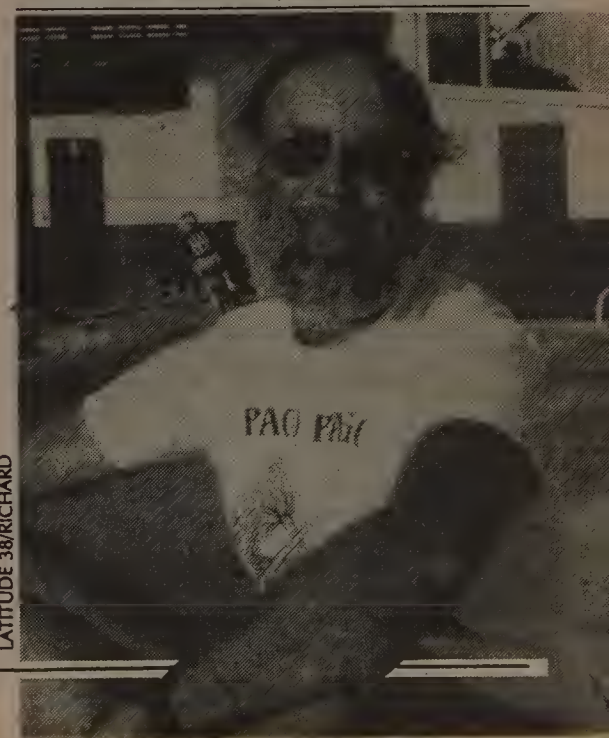
After a stop at Tenacatita — another of my favorite spots from even long before I had a boat — I departed for Cabo San Lucas. It was a pleasant enough sail, with gentle breezes and light seas. Cabo, I found, had changed quite a bit since the harbor development had been completed. No longer could you anchor in the protected Inner Harbor. Since I was tired and obviously not thinking very clearly, I decided to get a slip in the very up-market new marina.

As I pulled in, the guy in the next slip came out to give me a hand with the docklines. "Hey, I know you," he shouted. I hadn't a clue what he was talking about, but was later pleasantly surprised to find that I — as well as friends Ed and Cathy Longwell of *Pegasus* — had been featured in the pages of *Latitude*. The highly complimentary article made me feel rather light-headed.

The new harbor development is very chic, but somehow more American than Mexican. Fortunately, a good deal of the rest of Cabo is much as it was years ago: rustic and sleepy — if you discount the hordes of condo salespeople. I would have liked to stay in Cabo longer, but the outrageously priced slip fee convinced me to leave after one day.

I departed Cabo San Lucas on April 20th, bound for San Diego. The next 20 days were about the hardest sailing I've done in years. Strong northwest winds, steep seas and a south setting current made progress difficult. For several days *Nepenthe* labored under

Scott's been around the world and is about to take off again. He's an advocate of the simple life — which means cruising aboard a simple boat.



LATITUDE 38/RICHARD

the faintest idea why, save for my kindly demeanor and sympathetic appearance — which I owe more to genetics than genuine empathy.

I was in my 'nice guy' mode when a neighbor came by *Nepenthe* to inform me that his refrigeration had developed some tropical — and no doubt terminal — disease and was at that very moment hemorrhaging internally. Though much tempted, I refrained from telling him that my frig had given up the ghost several years before and that I'd managed to cruise just fine, thank you, without the surly beast. But I picked up my tools and followed him back to his ailing machinery.

Together we determined that he indeed had a very sick yuppie. As we tinkered, we wandered on to other subjects. I mentioned lovely La Ropa Beach nearby; he told of his new diesel injectors and the expense of air freight. I spoke of the swallows that gather on telephone wires each evening at "one intersection in town; he related a tale of woe about his generator. And so on. Finally, I suggested my universal panacea: "Let's sit on the beach and have a beer."

"The only way I'm going to get a tan here is to install a tanning light in the engine room," he replied. His amusing comment

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reefed main and staysail — a combination I reserve for extreme weather conditions and have rarely had to use. We sailed over 100 miles each day, but typical progress toward San Diego was usually under 50 miles. Add cold and wet to this frustration and you'll understand why I was not a happy camper. From time to time — as if to relieve my discontents — *Nepenthe* and I were kept company by whales and very large groups of dolphins. They cheered my days and lightened an otherwise somber passage.

With much relief, I finally made landfall at San Diego in early May. It was the first time I'd been in the U.S. in over five years. One nice thing about coming back to your own country is that the authorities can't refuse you entry — not that I'd been denied anywhere else in the world.

Having checked in, I wandered down to the nearest grocery store, which happened to be a Von's. They had a sign out front that proclaimed: "76,000 items on sale". Wow, what luxury! I'd visited lots of islands that didn't have 76,000 items in all the stores combined! And there were lots of other things that were new — cellular phones being one of them. It wasn't unusual to see folks wandering about the supermarkets with phones against their ears, presumably

have fully earned their informal title: the San Diego Harbor Gestapo. From time to time officials have said they were trying to change officers' attitude problems. Perhaps one day this will actually happen.

When I checked in — after clearing Customs — I was fully prepared for abrupt treatment by the Harbor Police. So I was surprised when the officer at the desk was pleasant and helpful — even offering me a choice of slips at the Police Dock. Heavens! Later that afternoon another boat, also just up from Mexico, pulled into the adjacent slip. The folks were obviously worn to a frazzle by their hard passage, so they crashed right after securing their boat.

Around 2100 I was roused — I, too, was tired and had turned in early — by a shout. I popped up through the main hatch and saw three or four of my 'hosts'. "What's up?" I queried.

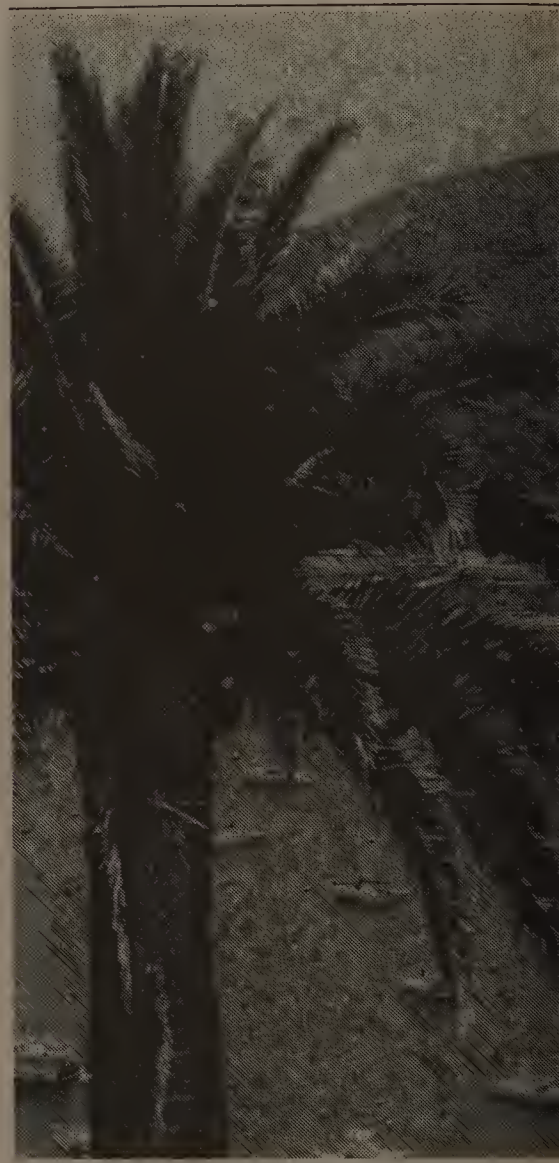
"We don't want you," one of the officers responded before banging on my neighbor's boat. When my neighbor popped his head out the hatch, he got the old flashlight-in-the-eyes trick. "We don't have paperwork on you," said the officer. "We want to see your moorage receipt."

The poor skipper eventually came up with the right slip of paper. In the end, the Gestapo went away without even so much as saying they were sorry for troubling the guy with their mistake. I suppose it could have been worse: it might have been 0300, or the skipper might have lost his receipt. But what I really found galling was the Harbor Police's nasty attitude, arrogance, lack of compassion, and their total failure to acknowledge that the 'problem' had been entirely their own.

The following afternoon, my hassled neighbor left. Being a good yachtie, I helped untie his dock lines. Since he was in a tight spot, I gave his bow a shove to get him headed out properly. He and his crew waved as they pulled out. I waved back, shouted "Fair winds", and for some unknown reason stepped back — right off the dock and into the cold, cold water of San Diego Bay! As I hauled myself back up on the dock, I couldn't help but look around to see if anyone had been watching — rather like a cat who has just made an unceremonious plummet from the fireplace mantle. After that dunking I couldn't bring myself to execute a proper sailor's swagger for . . . well, for at least a few hours.

[To be continued next month.]

— tom 3/10/95



**Drummer — Baba 30
Bob and Nancy Haussler
We Only Had Six Weeks
(Ryer Island, The Delta)**

Not everybody who wants to cruise has time to sail to Mexico or beyond. Between June 18 and July 30 of last summer, my wife, my son, and I sailed our *Baba 30* from Sausalito — our old home port — to San Diego, and then back to Hidden Harbor in the Delta, our new home port.

Sailing to Southern California and back in such a short time wasn't a cake walk, but we had a great trip and found that choices we made resulted in a relatively easy time for us. Further, people and businesses along the way helped us a great deal and deserve considerable thanks.

During the planning stages of our trip, various sailors suggested that we head south at a leisurely pace, stopping at a harbor or anchorage each night. But while at a marine flea market in Sausalito last spring, I met Carol Nistle, who lives aboard a Garden-designed ketch in Redwood City. She reported that her best trips south have been when they stayed 20 or so miles off the coastal points and took advantage of following winds and currents until reaching their most southerly objective.

This sounded like good strategy for us,



Scott found that beneath all the glitz, there's still plenty of 'old Cabo' to be enjoyed.

inquiring whether to buy brie or camembert.

San Diego is also the home of the infamous San Diego Harbor Police who, for as long as I can remember, have been the bane of yachties. Rude and aggressive, they



Often overlooked because it's so close to home, Catalina is California's answer to Capri — without the emphasis on pasta.

because we wanted to maximize the number of days we had for the return trip. So before we knew it, we were abeam Cape San Martin, had poled the yankee to port, the staysail to starboard, and furled the main. This allowed us to fly downwind for 30 hours while only having to make minor adjustments to the Monitor windvane. We stayed offshore until the approach to the Santa Barbara Channel, at which point we took the 'Windy Lane' route between the coast and the Channel Islands. We wanted to avoid shipping.

As we sailed down the Santa Barbara Channel during the afternoon, a Coast Guard jet passed overhead three times and then hailed us. We answered, and were instructed to switch to channel 23. They asked who we were, the number of persons aboard, our last port, and where we were headed. After we gave the proper responses, they asked us if everything was all right.

"We're having a good time out here," I responded. Then we both signed off.

At the time, the wind was steady from astern at 30 knots, with swells and wind waves combining to a height of as much as 18 feet. But our Baba 30 was designed and

built for such stuff, and she performed wonderfully. A big thanks to designer Bob Perry and TaShing mastermind, Bob Berg. These two Bobs are 'Ba' and 'Ba' in Taiwanese — hence the name 'Baba 30'.

All in all, our southbound leg was a three day, 20-hour 'mini passage' during which we had to stand watches around the clock. This gave us the passage type of experience we'd been looking for, and has definitely wetted our appetites for longer voyages in the future.

Upon arrival in San Diego, we rented a slip for five nights at the Shelter Island Inn Marina, which is nice. One of the reasons we stayed there is that our friends — Jack, Susie and Nancy Feemster aboard their Kettenberg 40 *Malobi*, and Bay Area cruisers Tom and Stella Schilling on their Westsail 32 *Stella Marie II* — were also there. This allowed us to enter the community of cruisers for a few days to enjoy their approach to life. Even though we wouldn't be heading south to Mexico later that year, they still were just as interested in including us in their daily activities and discussions.

Some of their reactions to our sailing plans were comical:

"You mean you're headed back to San

Francisco already?"

"But you just arrived, what's gone wrong?"

"You shouldn't give up so easy!"

"I wouldn't head up past Conception for anything!"

"Can't cut it out there, huh?"

Some folks looked at us like we were crazy when I explained that we only had six weeks time off. Others clearly just couldn't understand the concept of a schedule. We were envious of their situations.

When we mentioned that we'd gotten seasick on the way down, one couple graciously offered us a product called Sturgeron, which apparently is only available in England. It worked very well for us on our trip back north, and without noticeable side-effects such as dry-mouth, blurred vision and drowsiness that sometimes accompany the use of Phenergan (promethazine) and Scopalamine patches. It's unfortunate that Sturgeron isn't available in the United States.

We stayed at Long Beach's Downtown Marina over the Fourth of July, and then headed to Catalina. Southern Californians must have prepared all year for the water fights that ensued on the 4th — then again, maybe the Bloody Marys served over at the yacht club dock starting at 0700 had something to do with it. In any event, they were really something! The participants eventually 'settled down' to fighting from numerous inflatables — equipped with electric generators which ran swimming pool pumps combined with appropriate 1¼-inch plumbing — looking for trouble. The crew

Nancy Haussler, lookin' good at the wheel of 'Drummer', jamming along the California coast.



CHANGES

that finally claimed 'victory' had a valve that allowed their hose to draw water from outside the boat — or in an emergency, such as near sinking — from inside the boat. Out gunned, we kept a low profile.

It was during our passage from Long Beach to Catalina in 25-knot winds and steep chop that we had our only breakdown. I was setting our Monitor to work when a wave hit us from the starboard beam, slapping the Monitor rudder to port with great force. I'd picked just the wrong time to put the rudder in the water, and as a result the control rod broke its Teflon bushings, dropped out of the assembly, and went straight to the bottom.

Upon our arrival in Avalon, I phoned Scanmar in Sausalito and talked to Gordy. The very next day the repair parts arrived via UPS at the harbor master's office. The great service was much appreciated, as the idea of beating back up the coast without a windvane wasn't very appealing.

The weather forecast was for manageable conditions as we prepared to head around Point Conception. We had worked our way west and north up the Channel Islands, reprovisioned at Santa Barbara, then headed out to San Miguel's Cuyler Harbor. The normal strategy for rounding Conception is to stay at Cojo, which is just around the corner from the point, and then make a run

Luis Bay. It was one of our hardest days, but the sea conditions allowed us to put San Miguel, Point Conception and Point Arguello behind us. We dropped the hook in San Luis Bay just 14 hours out of Cuyler Harbor.

We knew we'd been lucky, as we met one cruiser in Long Beach who was preparing to have his boat trucked north. He'd tried and tried to make it around Conception, but just couldn't do it. Another boat and crew we met in Santa Barbara had just returned, having tried and failed 10 times to round the 'Cape Horn of the Pacific!' It just goes to show how unreliable sailing schedules can be.

During the 5½ hours it took to reach Morro Bay from Port San Luis, we logged our 1,000th mile of the trip. When we arrived at Morro Bay, we were invited — by club members who'd never met us before — to use the limited space at the yacht club dock. Their hospitality is something they've obviously perfected over the years. We especially appreciated the hot showers and Wednesday night BBQ.

A few days later we were landing our dink on the beach at San Simeon — and got soaked in the process. This is when I finally decided that when we head north or south again, we'll have to upgrade from our tiny 8-ft Achilles.

Another 14-hour day — spent under power in light winds — put us in Monterey. From Monterey north, strong northwesterlies kept us down to a double-reefed main and staysail. We finished the ocean legs of our trips with overnights at Santa Cruz and Half Moon Bay — before the final leg that brought us back under the Golden Gate. As we made our way up the Bay and into the Delta, Jack and Charlotte Chatfield, our long time friends, were waiting for us in their dinghy as the Rio Vista Bridge opened. They took pictures of our arrival and also brought a great dinner — which we all shared aboard our boat at Hidden Harbor.

We're already planning our next trip, and want to express our thanks to all those along the way that contributed to our success and fun — including *Latitude*, which by reporting the accounts of others who are out there sailing, assists sailors such as ourselves with ideas, encouragement and guidance.

— bob and nancy 4/95

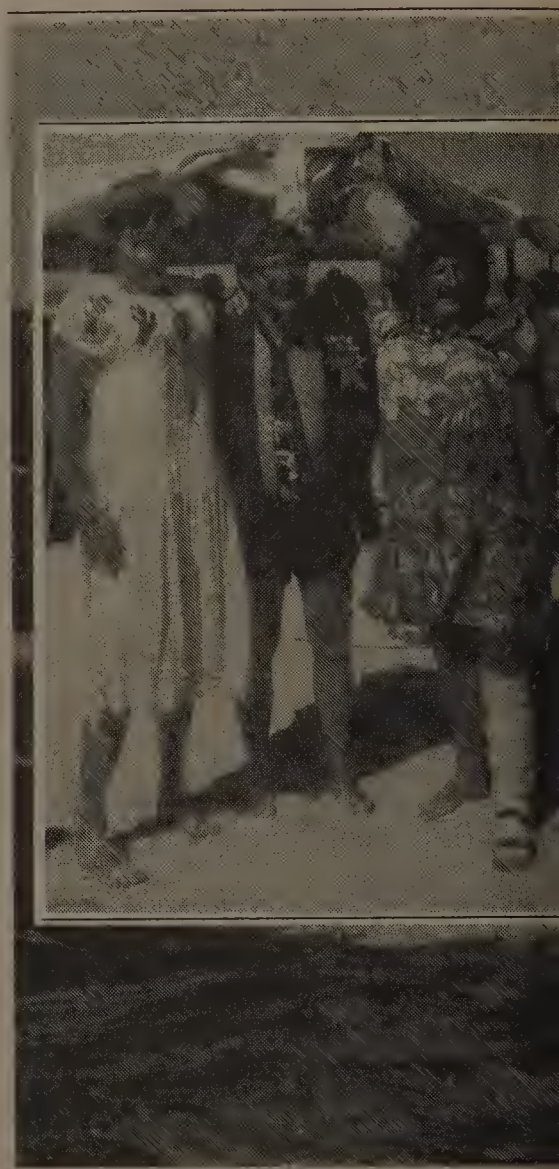
Sea of Cortez Race Week
Steeldiver — N/A
Adele Crownover
(La Paz)



COURTESY DRUMMER

With the Golden Gate in sight once again, the Hausslers and 'Drummer' sprint for their new 'barn' in the Delta.

for it in the — hopefully — lighter winds of the middle of the night. But we opted for a daytime beat from San Miguel Island to San



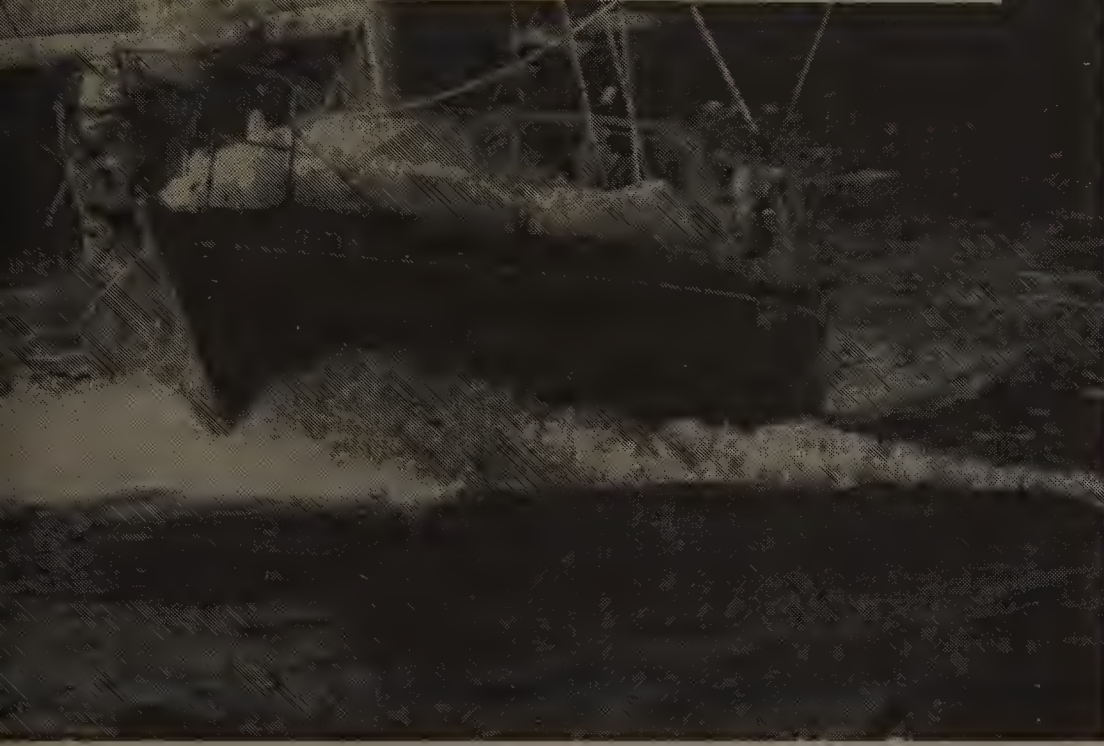
Sea of Cortez Cruisers' Race Week was, once again, widely attended and critically acclaimed. Exactly 101 boats were guests for plenty of fun in plenty of sun at beautiful Isla Partida some 20 miles north of La Paz. The body count was over 250, who enjoyed soaking up rays in 80° temperatures under cloudless Baja skies.

Chairman Don Crownover of *Steeldiver*, back for his second stint as Race Week Chairman, was very pleased — and relieved — by the event's success. Hobbled by a mending broken leg but assisted by a team of excellent helpers, many last-minute obstacles were overcome.

To begin with, it wasn't until the day before opening ceremonies Crownover learned the building they'd lined up several months in advance had been rented to another organization! Marta Sutton, the new Commodore of the Club Cruceros, stopped in and negotiated with the Navy base for use of their excellent Officer's Club facilities.

It was also Sutton who, through heroic efforts, managed to reach a "fair" price to "rent" the beach at Isla Partida that has been the site of Sea of Cortez Race Week since the event's inception 12 years ago. As of January of this year, Isla Partida belongs to

ALL PHOTOS COURTESY STEELDIVER



Sea of Cortez fun: 'True Blue' streaks to victory (spread). Queen Sue noogies Jess of 'Topaz' (top); bikini judges: Mike, Conrad and Don (left).

ejido, who can collect payment for its use.

But with those major setbacks brought under control, the traditional fun commenced. The opening ceremonies at the Officer's Club were especially festive, with live music, renewed friendship, food vendors, raffled prizes, and a breathtaking sunset. It made for an unforgettable evening.

Having been elected by secret ballot, the Race Week Royalty were presented. Sue of *Melissa* and Chris of *Amelia* were named Queen and King respectively, and promised to rule over their subjects with a commitment to good times for all.

Once out at the beach at Isla Partida, there were plenty of activities to keep participants busy, no matter what their age. Volleyball, horseshoes, board games, water baseball, dinghy races, sand castle contests, 'olympic' races and a treasure hunt were some of the more popular scheduled activities. And thanks to Pearl of *Moon Shadow*, the chronological children were never short of activities either.

Brought back by popular demand was the Chili Cookoff, organized by Connie and Jess

of *Topaz*. After more than 200 tasters sampled the culinary talents of 15 chili chefs, everyone agreed it was fortunate the event was held outdoors. Top honors went to Jess of *Topaz*, co-organizer. Vicki of *Cruising Time* made sure everyone got on a sugar high, as she revived the dessert competition.

The beach was alive every evening with a variety of events, not the least of which were

of the shipwreck party. Last but not least were the 'dinghy-in' movies at *Steeldiver*, with as many as 30 popcorn laden film buffs rafted together.

Race Chairman Mike Meyers of *Maya* ran the races from the deluxe Moorings 43 *Anna Marie*, which had been donated for committee use by the charter company. From the deck of that boat, Meyers put together four races, of 14, 12, 7 and 4.5 miles. Fourteen boats entered the races, but because of light winds, only six boats finished all of them. Those who hung in for the duration of the races saw afternoon breezes of between 15 and 20 knots.

Top honors went to *True Blue*, the Alameda-based Bristol 35 sailed by Ken and Cheryl Stuber, along with their two young kids. The Stubers received two gallons of bottom paint from The Moorings. Second was *Joli Val*, which won a pair of Bushnell Binoculars from BOAT/U.S. *Crocodile Rock* was third, winning a night's lodging at the Los Arcos Hotel. Fourth and winners of a dinner for two at the Lorimar Hotel was *M.E.A.* The boat *Expotition* was fifth and won a pair of sailing gloves from West Marine, as did *Mas Gusto*, which was sixth.

"We had a great bunch of racers to work with," said Chairman Meyers. "Everyone accepted their handicaps without complaint and just went out and raced."

Race Week closing ceremonies were held back in La Paz at the Camino Real, where stories were shared, plans for the summer exchanged, and goodbyes wished. It was at this ceremony that the grand prize winner of the big raffle — which featured 50% off on a

Boats in attendance at the 1995 Sea of Cortez Cruiser's Race Week

Jolly Mon
Emma B'lu
Moon Shadow
Gypsy
Nanamuk
Island Woman
Cruising Time
Triquest
Moet
Millenium Falcon
Mormesa
Charisma
Tai Wan On
Egret
Sirius
Timeless
Dreamer
Barbara Ann
Papagayo
Mas Gusto
True Blue

Daonna
Bravura
Reyna Texas
Exotique
Soliloquoy
My Camie
Ragtime
Hull-O
Galadriel
Dulcinea
Migrant
Northwind
Pizzazz
Kia Ora
Oceanious II
Hawkeye
Leisure
Gamen
Crocodile Rock
Iolanthe

Pantheon
Bandito
Sand Dollar
Halycon
Sea Rose
Angelique
Grace
Moon Shadow Seattle
Aurora
Alia
Belina Grande
Latest Capet,
Tai Kuri
Running Free
Blue Snail
Lena
Dragonfly
Spirit
Urban Cajun
Last Mate

Aquarius
Melissa
Joli Val
Tayee
Airborne
Windjourney
Primrose Lane
Laia
Penmanship
Amorio
Back Streets
Sheri Lynn
Sundown
Ann Marie
Margarita
To the Bar
Steeldiver
Kialoa II
La Suena
Stickwith

Kismet
Voyage Quest
Pinniped
Sojourn
Phoebe
Wind Shadow
Grey Max
Cloud Nine
Amelia
Expotition
Puff
Quark
Juarez
Viva
Nick of Time
Cetanceous
Tether
Mistral
Halekulani
Thetis

potlucks. Danny of *Gavilon* organized the live music, Don and Suzanne of *Wind Shadow* put together the 'horse racing' event, and Bill and Sandy of *Sirius* were in charge

haulout and bottom job at Bercovich Boat Yard — was announced. John of *Hawkeye* was the lucky man.

Thanks to everyone who helped put

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together — and enjoyed — the 12th running of Sea of Cortez Cruisers' Race Week.

— adele 5/10/95

Cruise Notes:

Now only \$299, marked down from \$25,000! It was only about 10 years ago that GPS units were so expensive that only the most flush shipping lines equipped their vessels with them. Now you can pick up a handheld GPS — such as the Garmin 45 — for under \$300. The killer is that the Garmin is superior to the \$25,000 models of a few years ago: it's waterproof, runs for 15 hours on four AA batteries, is easy to use, and works with autopilots, computers and map displays. You'd have to be powerfully ignorant or irresponsible, in our opinion, to sail outside the Gate without a GPS.

Stop the presses — this just in! We've just looked over the ads in this issue and are happy to report that GPSs — such as the Magellan Meridian — are now being advertised for under \$250. At those prices, folks heading off on long voyages can't afford to take less than two.

While we're discussing the delightful drop in the cost of marine electronics, we can't overlook the price of EPIRBs. You can now pick up a .406 EPIRB — which in our book is the only kind worth owning — from either Litton or ACR for under \$800. Depending on the brand, this represents a \$200 to \$300 drop in price from a year ago. All the BOC boats carried two EPIRBs. For the safety-conscious sailor headed off on a long voyage, such a redundancy wouldn't be the most foolish expenditure.

"We have a Morgan 46 we call **Palio** and are most interested in a **Baja Ha-Ha** cruiser's race/rally from San Diego to Cabo San Lucas this fall," write Roxanne and Don Black of San Diego. "We helped deliver the powerboat *Grand Slam* to Cabo last year and were at Turtle Bay when the Baja Ha-Ha fleet pulled in. We really enjoyed being on the fringes of the fun, and this year hope to be a part of it. We could help with the Ham/SSB communications — and have four to six other sailing friends with boats that would also like information."

"By the way," the Blacks continue, "we're having a West Coast Rendezvous in San Diego Bay on June 23, 24 and 25 for all owners of boats built by Morgan Yachts. Charlie Morgan may even make it." For further information, call Roxanne, Don or Celeste at (619) 692-1612.

"Now that we've sold our house in Berlin, we're on our way to the United States to try



GABRIELA KIEL

Werner Kiel at Berlin's Brandenburg Gate, wishing he was cruising in Mexico.

to buy a cruising boat," write Werner and Gabriela Kiel. "It might even be possible that we'll be doing the 1995 Baja Ha-Ha. Rob and Mary Messenger of **Maude I. Jones**, long time cruisers and participants in the first Baja Ha-Ha, are our best friends. We stayed with Rob and Mary aboard their boat in Ixtapa this February, during which time we were able to meet great folks — like Bob and Curly Engdahl of **Piper**, who were featured in the November '94 issue. Rob and Mary are the reasons we know about *Latitude*, which we've been having sent to us here in Germany. The enclosed photo shows me holding up past issues of *Latitude* in front of Berlin's famous Brandenburg Gate."

"Count us in for the 1995 Baja Ha-Ha 'great adventure'," writes Don Hossack of Truckee. "My wife Lenna and I have both given notice to our respective employers, and we'll have our Islander 36 **Windward Love** moved from Vallejo to Sandy-Eggo by the end of October. Please advise us of the cost so we can forward a check."

"Color us interested in the Baja Ha-Ha," write Bonnie and Brian Hogan of the Alameda-based IP-35 **Piece of Cake**.

"Our friends John and Janice aboard **Dulcinea** had a great time in last year's Baja Ha-Ha," says Rick Gorsline of Long Beach, "so we're looking forward to doing it ourselves this year with our Crealock 37 **Nanook**."

So what is the deal on the Baja Ha-Ha from San Diego to Cabo? It's happening. It will start off Coronado at noon on October 30. The first leg will take the cruising rally/racers — who may use their engines with penalty — 360 miles down the Baja

coast to Turtle Bay. Leg two will start from Turtle Bay on November 4 and take the fleet 250 or so miles down the coast to Mag Bay. The last leg will start on November 8 from Mag Bay, and take the fleet the last 160 miles or so to the final finish line at the Cape.

The Ha-Ha dates have been chosen to coordinate with the **Cruiser's Fair** at Downwind Marine on October 27, when a large number of product reps will be at that chandlery in San Diego, and with the **Downwind Cruiser's Kick-Off Party** to be held on the beach at Shelter Island on the afternoon of October 29.

The entry fee for the Baja Ha-Ha is \$99.99. It's open to all seaworthy boats over 27 feet — and even smaller ones with special dispensation. Interested folks can write Baja Ha-Ha, Box 1678 Sausalito, CA 94965, as soon as they'd like to get their name on the entry list. Official entry forms won't be mailed out until the middle of September. Please do not send any money at this time. Additional specifics on the race will be published in *Changes* during the next few months.

We've got one mothership lined up for the Ha-Ha, but would like a back-up. If you're planning on entering and have a relatively large boat, will be sailing with more than four crew, and have good communication facilities and skills, we'd be interested in hearing from you. We've also heard from several marine businesses that would like to be involved; if you want your business to become a part of the Ha-Ha, now is the time to contact Richard at (415) 383-8200 Ext. 111. We'd especially like to make arrangements with a marina in San Diego that could and would be willing to accommodate 50 or so boats at a discount.

If you're cruising to Mexico this fall and aren't familiar with Maritime and Amateur Radio, we recommend you pick up a copy of Roger Krautkremer's (W6SOT) **Cruiser's Radio Guide**. The 150-page book is written in layman's terms and is designed to answer questions on operating procedures, equipment selection, licensing, installations on vessels, trouble shooting, frequencies to use, special operating modes, and much more. Included with the guide is Krautkremer's *Maritime Mobile Net List*, which gives the time and frequency of major maritime mobile nets such as the Mañana, Taco, Sonrisa, Chubasco, as well as the Central American Breakfast Club — and about 85 others around the globe.

Krautkremer and his wife Marilyn live

aboard and cruise their ketch **Fantaseas**. Roger is an Extra Class ham with over 35 years experience — but doesn't hold it against you if you're a novice. He's also an ARRL instructor, Volunteer Examiner, gives annual seminars on radio communications for mariners, and has sparks fly out of his ears whenever he gets a good idea. The *Cruiser's Radio Guide* is available from Svendsen's in Alameda, the Ham Outlet in Oakland, or by sending a total of \$24.40 — which includes shipping and tax — to Fantaseas Marine Services, 757 Emory St. #180, Imperial Beach, CA 91932.

When Rolly Tasker Sails opened a manufacturing facility at **Phuket**, Thailand, it was to take advantage of the lower labor costs available for building sails 'offshore'. Much to the company's surprise, many local boats as well as cruisers on the circumnavigator's Milk Run drop in to order sails. So the next time you're off Langkawi and a batten pokes through your main, you'll know where to go.

"While visiting friends aboard their boat in Z-town, Barra de Navidad and Melaque," writes C. Turner of the Alamitos Bay-based **Far Niente**, "we met 'Dr. Demento'. Actually, the good 'Dr.' is Gil Smith of **Running Free**, who, with his wife Eileen, departed Alamitos Bay in January for the Sea of Cortez, the Canal, Costa Rica and the East Coast of the United States."

"Gil is a master mechanic, reefer specialist and computer fixer-upper. We were most fascinated by one of his tools — which you can see him holding in the accompanying photo. It's like a stethoscope, except that it has a long thin probe that allows Demento to listen very carefully to noisy engines and trannies in order to make a diagnosis. Don't laugh, it works."

"Nothing has changed either for the positive or negative," says our source in **La Paz** with regard to the recently enacted — but only sporadically enforced — 'harbor fees'. Some boats checking in have to pay the fees, some don't. As of yet, nobody has come out to the boats in the anchorage and tried to collect. Things change very slowly in Mexico.

In the '70s, for example, a law was passed that gave *Ejidos* — the indigenous people of Mexico — claim to some of the land. But it wasn't until January of this year that anybody apparently took the rights to the land. In the *Changes* article about *Sea of Cortez Race Week*, it was noted that the Club Cruceros had to pay money for the first time ever for the use of the beach at Caleta



C. TURNER

'Dr. Demento' of 'Far Niente', all decked out with his favorite engine probe.

Partida. They had to pay to *ejidos*, specifically two extended families who apparently have been given rights to Isla Partida and Espiritu Santo.

According to the law passed in the '70s, people who go above the high tide line may be required to pay a fee to the appropriate *ejidos* or be subject to a fine or other penalty. As of yet, we don't know of any individuals who've had to pay such a fee or been fined for not having done so. It's nonetheless something of an ominous change in Mexico — especially since there have been rumors that the *ejidos* that have the rights to Isla Partida and Espiritu Santo might develop it. As anyone has been to this area can tell you, one of the primary attractions of the islands between La Paz and Puerto Escondido is that they are virgin territory with virtually no development whatsoever. It would be a shame if that were to change.

When Jimmy Cornell's World Cruising Ltd. conducted their first *Europa Around the World Rally* in '91-'92, they got a lot of gas. But since then circumnavigating rallies, with differing concepts, have been formed. Here's the latest.

On and around April 15, a group of six boats left Seattle for San Francisco on the start of *Pacifica '95*, the least expensive — it costs nothing to enter — and least structured — start and stop whenever you want — globe-circling rally. Included were **Annie Haul**, a Brewer 46 with Richard and Johanna Eurich of Anchorage; **Kaloki**, a 41-ft ketch with David and Sharon Bodkin of Norland, WA; **Infini**, a Westsail 43 with

Chris and Laur Coggeshall of Seattle; **Free Flyte**, a Freya 39 with Jon and Jody Cruse of Kennewick, WA; **Chulupa**, a Formosa 52 from Tumwater, WA; and **Fairwind II**, a Sceptre 41 with Keith and Mary Werner of Vancouver, B.C.

This group left San Francisco, with several local boats, for the Marquesas on or around May 2. The local boats included **Fog City**, a Norseman 447 from Walnut Creek; **Takaroa II**, a Fantasia 35 with David and Mary Friedrich of Placerville; **Gigolo**, a Pilothouse 48 with Gary Wood of San Jose; and **Night Watch**, a Moody 425 with Jerry and Sue Knecht of San Anselmo.

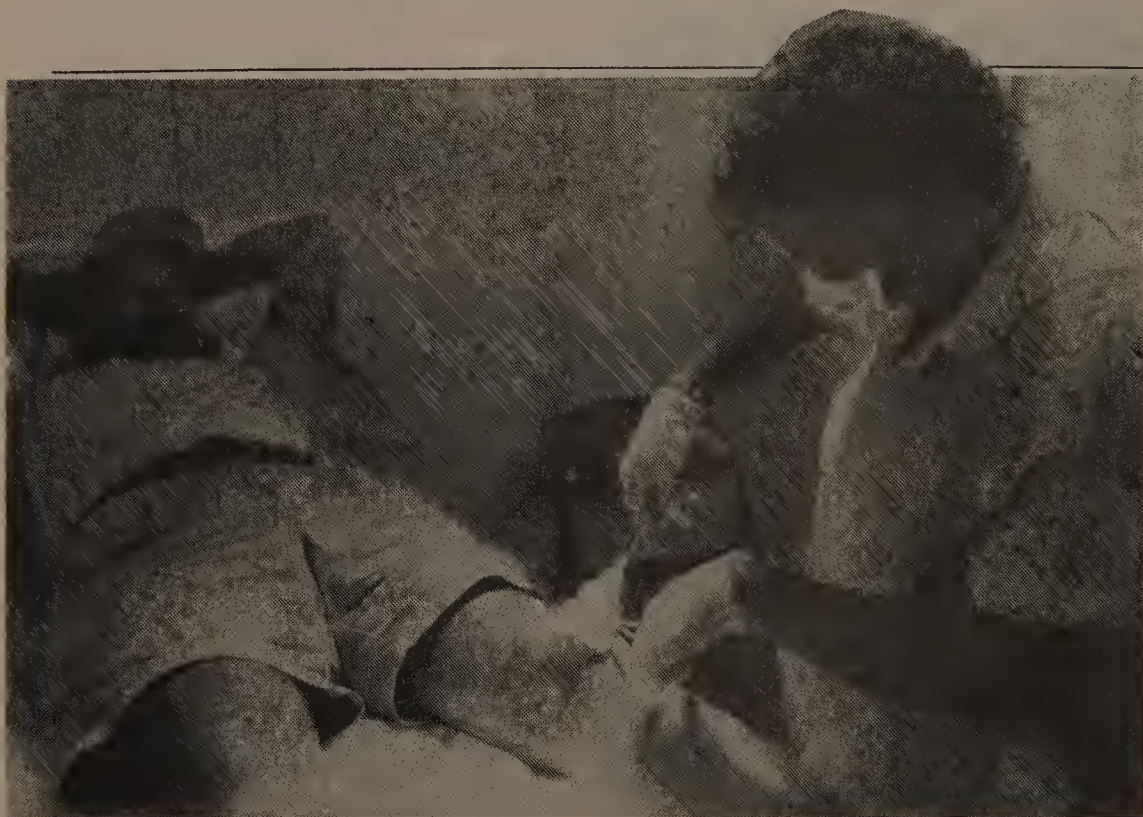
This group will be joined in the Marquesas for the rally's first rendezvous between May 7 - 20 by boats from the East Coast and Mexico. Sailing from Mexico is **Kindred Spirit**, a Hardin 45 with Baja Ha-Ha veterans Jerry and Gayle Kemp of San Diego. Having left the Canal for the Marquesas are East Coasters **Exit Only**, a Privilege 39 catamaran with Dave and Donna Abbott of Fort Lauderdale; **Odyssey**, a Endeavour 43 with Glenn and Shirley Burroughs from Oklahoma City; **Kemo Sabe**, a Hans Christian 41 with George and Sara DeChambeau from Bridgewater, MA; **Gypsy In Me**, an Amazon 39 with Bill Twyman of Pinehurst, N.C.; and **Sea Spray**, a Beneteau 40 with Joe Stanek from the British Virgins.

If everyone stuck to the itinerary, the circumnavigation would take approximately two years, with six months allotted for the Med. This group represents a fraction of the folks who had intended to join the venture, most of whom, reports organizer Pat McKinnon, didn't appreciate what a big step it is from a land-based life to setting off around the world on a boat. McKinnon plans to hold a second running in '97, but urges anyone contemplating doing it to trade fantasy for reality as early as possible. "People must have offshore experience," he says. For further information, phone or fax (360) 675-6408.

In October of this year, an outfit closely associated with England's Royal Air Force Sailing Club will commence their **TradeWinds Rally**, which will see that fleet circumnavigate in about 16 months. The TradeWinds Rally is limited to 60 boats, and all slots filled up quickly, so they expect to do it again in 1997.

In October of 1996, Cornell's World Cruising will be sponsoring the **Hong Kong Challenge**, which is a faster-paced event which will feature an unusual route: it's

CHANGES IN LATITUDES



ANET MARTIN

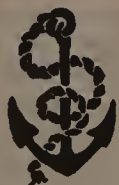
basically London, Spain, Miami, Panama, Honolulu — where the fleet is expected to be met by a group from L.A. — Osaka, Shanghai, Hong Kong, Jakarta, Mauritius, Durban, Cape Town, Brazil, Salvador, La Rochelle, and back to London. This is more

"All things being equal," says Capt. Jim, "it's better not to have knee surgery in a Third World country — especially one in the tropics."

a race than a rally, however, as entries are lining up former Whitbread boats and the like, and the minimum that will be allowed is

48 feet. We can't help but wonder how many West Coast folks will be eager to sail to Honolulu on January 1, to join the fleet.

Cornell is not one to let moss grow under his keel, however, and will start an **Expo Round The World Rally** from Lisbon on January 4, 1997. This is much more of a cruising rally, as monohulls and catamarans as short as 37 feet will be welcomed. As is the case with other Cornell events, the entry fee runs many thousands of dollars, but covers fleet expenses such as clearing in, cruising permits, Panama Canal fees, and docking and marina fees at stopover ports. The Expo Rally is the basic around the world, except that it includes stops at Ecuador, Galapagos, Cocos-Keeling, Chagos, Darwin, Brazil and London. The rally will be completed in 17 months. Information on either of the Cornell rallies can be obtained by faxing World Cruising Ltd. in London at (0) 171 831 0161. It's our understanding that Les Crouch plans to do this one with **Maverick 1**, the ultralight sled he converted to a cruising yacht.



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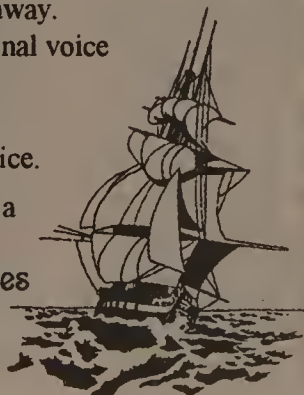
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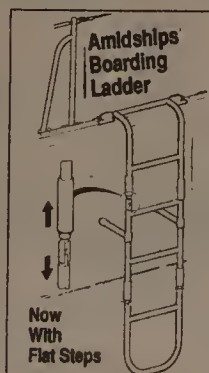
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25 O'DAY 1976. A-condition, 1984. 7.5 Yachtwin Evinrude, pocket cruiser, fin keel, self-tending jib, galley, bow area sink, pottie, berths, Perko, recent haulout. \$6,900. (510) 458-9702.

CAL 2-27, 1975. Atomic 4, VHF, knot, depth, shore power, pressure water, many extras. Great Delta/Bay/Coastal, race or cruise. Very dry & safe. Main, club jib & spinnaker. Fresh water sailed. \$11,500 or reasonable offer. Motivated seller. (209) 478-2094.

RANGER 26. Equipped with goodies most Bay boats offer. Vessel needs TLC. Owner out of area. Take advantage of this one and make offer. Asking \$3,700. She must go away. Contact Steve at (510) 932-7000.

COLUMBIA 28. New standing rigging, new Speedlog, DS, VHF, Autohelm. LP hull forest green. Roomy dinette design, propane stove, enclosed head. Well maintained with many extras. Reefed main & 110 and 150 jibs. \$8,900. Call Mike (707) 523-4373 or (707) 575-0746.

ERICSON 25-FT. Fin keel, 9.9 o.b. with cockpit controls, electric starter and charger systems. All gauges. VHF, Autohelm. New tandem trailer. 4 coat epoxy barrier, 6'1" head room. Enclosed head. Teak interior. (916) 577-6011. \$14,000.

1977 O'DAY 27. Very nice cond. 10hp o.b., 5 sails, marine head, ice box, stove, dinette, sleeps 5. Well maintained. Great weekender, family or starter-boat. Emery Cove Marina. \$6,000 firm. (916) 642-0474.

CATALINA 27, 1981. Standard rig, diesel, forward galley, dinette, large quarterberths, stereo, VHF, depth, knots, modified for single-handing. Main with 2 reefs, 150%, club foot #3 and #4. Excellent condition, six winches. Fresh water boat. \$12,999. Rob (209) 943-7294.

SUN YACHT 27. Fully battened North main, roller furling, Harken traveler, 2 sets of winches (2 speed, all chrome, self tailing), all lines lead aft, wheel, VHF, knot, depth, Yanmar diesel, new standing rigging, new batteries. \$12,000. Call (707) 838-6964.

ISLANDER 28, 1977. Very roomy, warm interior, rebuilt VP MD 11C, installed last winter, less than 100 hours, Inverter/charger, wheel, great attention to mechanical details, live-aboard in comfort. \$18,000. Larr (415) 773-8059.

NOR'SEA 27. Factory built, aft cockpit. Cruising veteran with recent refit. Best equipped pocket cruiser at any price. Cruise ready with an extensive inventory. Call for spec. list and photos. (415) 332-1031.

BALBOA 27-FT. (8.2) Great condition. Yanmar diesel inboard. Completely equipped for lake, Bay or inland passage waters. Dual axle trailer. Lake Tahoe. (702) 588-4712. \$17,000.

EXPRESS 27. *Locomotion*, excellent condition, well maintained, race ready. Genesis sails with an extensive sail inventory, many extras, outboard, trailer. Located in Alameda. \$19,500. (503) 682-3633 day, (503) 292-5740 eve. Ask for Tom.

PACIFIC SEACRAFT 25, 1977. New seacocks. Dodger, dual batteries. Lots of gear. Anchors. Clean, good condition. Located Monterey. \$18,500/ offers. Serious only, please. (602) 778-4245.

CHEOY LEE 26. *Frisco Flyer*. Beautiful. Fiberglass bottom, teak topside. Full cover. Six bags of sails. Volvo diesel i/b; dual batteries, depth sounder, knotmeter, VHF, stove, enclosed portapotty, dodger. Berthed Martinez Marina. \$9,500 obo. (510) 370-9338.

'88 BENETEAU FIRST 285. Excellent condition. New fully battened main with lazy jacks, Harken roller furling jib, spinnaker gear, wheel steering, wing keel. \$29,000 firm. (415) 931-0578.

CATALINA 27, 1974 with 9.9 electric start outboard. New Ballenger mast, standing and running rigging. Tall rig. New style hardware layout. 2 mains, 3 jibs and spinnaker. 2 batteries with charging systems. \$9,000. Call (209) 838-3285. Stockton Sailing Club B-24.

DAWSON 26-FT. Fiberglass swing keel sloop. Low hours on overhauled Yanmar diesel, epoxied bottom, new standing rigging, new running rigging. Free Tomales Bay mooring. Owner Financing available. \$11,000 obo. Call Keith at (415) 381-1221.

YANKEE 28. (Smaller version of Yankee 30.) Volvo diesel inboard. 3 bags sails. Many extras. Berthed on Lake Mead. Must sell. Asking \$15,000. (909) 624-0624.

CAL 25, 1971. Good condition, Pineapple main, shore power, epoxy bottom 4/93, 6 hp Evinrude, depth, VHF and lots of gear. \$4,000 obo. Jim at (707) 544-2822 days, (707) 575-5625 eves.

CAL 2-27, 1976. *Bodacious*. One of Lapworth's best designs. Enthusiastic, family oriented, one-design association devoted to 2-27s, their owners, their kids, racing, cruising and fun. *Bodacious* is one of the large fleet's best. Lots of recent sails, custom boom and rig. Totally new interior, rebuilt Atomic 4 and so much more. A great S.F. Bay/offshore boat. Gentle but rugged, fast but forgiving. A warm, bright, cozy cruiser. \$15,500. Call Jack (415) 961-2321.

26-FT PEARSON, 1976. Seeing is believing. Sleeps 5, head and galley. Bottom paint on year old. Outboard 9.9 Johnson 1990, long shaft. Many extras. Just knowing that it's a Pearson, enough said. \$5,500 obo. Call Al (510) 657-2720.

CAL 2-27, 1978. Well maintained, very clean. Atomic 4, epoxy bottom, KM, DS, VHF. Call for inventory listing. Highly motivated seller. \$12,000. (415) 361-2024 days, (415) 692-4099 eves.

SAN JUAN 28, 1980. Yanmar diesel engine, 10' beam, 6'2" headroom, sleeps 6. Sails: main, jib, genoa and spinnaker. Loran C - excellent condition. Sacrifice for \$13,000 obo. Call (916) 763-9826 for specification sheet (located in Sacramento).

COLUMBIA 26 MARK I. New paint, upholstery, electrical, through hulls. Classic cabin design w/ nearly 6' headroom. Full keel. Sleeps 4. Stove, electric fridge. Mercury 9.8 electric start, roller furler jib, Harken traveler. Perfect Bay boat. Must sell. \$5,000. Call (415) 854-5573.

CAL 2-27 in excellent condition. Re-powered w/2 cylinders Universal diesel. Epoxy bottom spinnaker, 150, 120, 115 and 95% jibs. VHF, KM, DS, Loran, gas stove, shore power. Professionally rigged. Race one design or cruise this well built, comfortable boat. \$13,900. (510) 521-7730.

CAPE DORY 28, 1981. Club-footed jib, Volvo Penta diesel, depth finder, radio, stereo. \$23,500. (510) 932-6656.

MacGREGOR 26, 1990. Daggerboard model. W/ O trailer, a great starter boat for the Bay with a 9.9 Honda w/ electric starter and generator, depthsounder, compass, lazy jacks. cover for pop top, epoxy barrier bottom protection. \$8,200. (510) 795-7548 lv. msg. (510) 793-7032 eves.

CAL 2-25, 1980. New main and 100%. Good 130% and 85%. 2 cylinder diesel, TriData, Autopilot, Loran, Harken traveler, spinnaker gear. More than \$5,000 spent upgrading in last two years. Excellent condition. \$12,500. Share possible. (707) 427-2291.

CATALINA 25. Excellent shape, fixed keel, Honda 8.0, Tiller pilot, cushions, pop top with cover, whisker pole, VHF, split adj. backstay, many extras. Original owner, transfer forces sale. Reduced to \$6,850. Ken (707) 745-0226.

'71 CATALINA 27. New rig, new folding dodger, new main & cover, 3 jibs, VHF, KM, DS, lines led aft, new traveler, split backstay, 1-line reefing, lazy jacks (all Harken), stereo, charger, gel cell, 15 hp, new upholstery, all safety gear (including Lifesling), BBQ, pressure water and more. Hauled and cleaned regularly. Great club racer and weekend cruiser. The best of older, solid glass with updated gear. Asking \$9,600. Doug (415) 397-6700 days, (415) 586-7128 eves.

YAMAHA 25 II, 1978. Yanmar diesel rebuilt 12-94, bottom paint 10/94, 2 mains, 2 jibs, 3 spinnakers, KM, DS, VHF, 2 compasses, 2 anchors, dual batteries, Autohelm, dodger, alcohol stove, folding prop, sleeps 4. Sausalito berth. \$9,400. (707) 578-8864.

ERICSON 27, 1972. Sturdy, reliable Bay boat. Rerigged for single-handing. Long list of upgrades. Honda 8hp, long shaft, with 5 amp alternator. Excellent condition. Asking \$9,950. No dealers. In Alameda. Rick (707) 446-4028.

1977 CAL 27-2. New Yanmar diesel. Main & jib excellent condition. Radio and extras. Herb (415) 925-0243. \$12,500.

CATALINA 25, 1983. Tall rig, swing keel w/trailer. Perfect starter boat for couple or small family or for Bay, Baha, Tahoe. Pricy but in Bristol condition and needs nothing. Call for long list. \$13,000 incl. trailer. "H. E." (510) 429-6873.

26-FT MacGREGOR, 1991. Trailer & spare, Evinrude 8 hp, VHF, compass, 2 burner stove, teak trim, head, mast raising system, cushions, cabin lights. Very clean, no markings. Alameda Marina #604. \$8,500. (510) 838-9196.

ERICSON 27, 1976. Atomic 4, wheel, 5 sails, rigged for single-handing, chemical head, depth finder, knotmeter, VHF. Extensive inventory includes Montgomery dinghy with sails. Call (707) 745-8458 after 5 pm. \$10,500.

CAL 2-27, 1975. Knotmeter, depthsounder, VHF, Atomic 4. Clean, one-design class/family boat. \$8,500 obo. (415) 499-8097.

CHRYSLER 26. Swing keel, stern and private V berth, enclosed head, cold storage, alcohol stove, VHF, stereo, depth, wheel steering, outboard with cockpit motor control and charging system, two batteries. Berthed in fresh water. \$5,500 obo. Great Delta cruiser. (510) 829-3530.

CATALINA 25-FT, 1979. Swing keel, 3 sails, Honda outboard, DS, KM, battery charger, propane stove, BBQ, PopTop w/ enclosure curtain, cockpit cushions, boom tent, swim ladder, portable VHF, many extras. Stockton Sailing Club, #F-13. \$7,500. (209) 529-3256.

26-FT BALBOA with Monterey slip! Includes: two sets of sails, roller furling jib, VHF radio with new antenna, diesel stove, three-way refrigerator, microwave, Johnson 9.9 outboard and more. Days, (408) 224-3434. Eves (408) 225-8181. \$19,500. Ask for John.

CATALINA 27. Excellent condition, used for single-handed sailing, 9.9 Evinrude w/ alternator, sails, radio, DS, galley, head, lots of extra stuff, Autopilot available. \$5,950. (408) 929-6510.

CORONADO 25. Excellent condition, 8 hp o/b. Includes handheld VHF radio. Full cabin, clean interior, sleeps 5. \$4,250. (415) 705-1670.

28-FT PEARSON, 1976. Good condition. Atomic 4, 4 winches, Autotiller, main, 3 head sails, spinnaker, KM, heater, AM/FM cassette. Kerosene stove, shore power, rigged for single handed sailing. Excellent family boat for Bay or Delta. Daye (707) 257-2969. \$12,000.

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26-FT PEARSON, 1976. VHF, 8 hp outboard, extras. \$6,500. (209) 575-9563.

TRITON 28. Five sails, like-new club jib, bottom paint 4/95, new sea cocks, rebuilt Atomic Four 5/95, new exhaust and shaft. Fresh interior: new upholstery, counter tops, paint, head with holding tank. Dodger needs repair or use for pattern. Two boat owners. (510) 651-3627 or pager (510) 310-8267. \$7,900.

THUNDERBIRD 26-FT, 1966. In fair condition, 6 hp, o/b, sails built at Orient Boat Works, Yokohama, Japan. Needs bottom paint. \$1,500. Columbia Challenger 24', 1963. In good condition, 6 hp o/b, sails. \$2,000. Berthed at Mission Creek, S.F. Robert (707) 963-5414 wkdays or (415) 665-5790 weekends.

27-FT THUNDERBIRD SLOOP. Sail now, but needs work. VHF, KM, single-hand rig, anchor, brightwork, depth, compass, spinnaker. \$2,500 obo. (510) 651-2775, before 10 pm, lv. msg.

BRISTOL 30, traditional fiberglass full keel cruiser by H.C. Herreshoff 1973. Autohelm 3000 w/Loran Nav interface and windvane, Tridata, Loran w/remote station, VHF, dodger with bimini and "Delta Room", CD stereo, Volvo MD2B diesel, Harken furling, Racor filtering, windlass, ac/dc, 20 amp charger, wheel steering, head w/holding tanks, teak & holly sole. Safe, strong, and ready. \$26,500, no brokers. (510) 521-6672.

OLSON 25, HULL #61. Santa Cruz built. Past National Champion, 10 sails, 5 brand new. 8 hp o/b, new electronics and professionally maintained, lots of extras. Great boat to race or cruise. Active one-design class. \$14,500 obo. Call Roger (415) 397-1474.

CAL 2-25, 1978. Clean Yanmar diesel, low hours. Custom galley, North main, 2 headsails, tricolor, Ritchie compass, large Barients, VHF, DS, 5'10" headroom. Lease-option possible. Berth 82, Alameda Marina. 2-boat owner needs offer. Try \$9,900. (707) 995-3447.

CATALINA 27, 1977. Great condition, sleeps 6, dinette, enclosed head w/holding tank, Atomic 4, main, 3 jibs, compass, VHF, DS, KM, AM/FM cass stereo, dual batteries w/charger, auto bilge pump, shore power, all lines alt. \$8,500 obo. (916) 487-0534.

CHRYSLER 26. Family cruiser, stem and private V berth. enclosed head, fold-down dinette, cabinets, drawers, sink, pump faucet, built-in cold storage, 2 burner stove and oven. Padded cabin walls, cushions, curtains and carpeting. VHF, stereo, solar charger, knot and depth meters.

Double reef main, spinnaker, two jibs with toe-rail track. Wheel steering with brake, motor control and all lines to cockpit. Berthed at OYC (Pacific Marina #534), Alameda. \$6,500. Patrick, w (510) 675-3529, h (510) 531-2536.

26-FT PEARSON, 1976, SI ROBIN. Safe and stable Bay starter. Recent blister repair. VHF, Autohelm, Loran, Magna grill, stove, Porta-Potti, 9.9 hp o/b, extras. \$6,500 (510) 485-9888.

1989 MacGREGOR 26 with water ballast, KM, DS, porta-potti, 2-burner stove, VHF radio, Danforth anchor, pop-top, trailer, 8 hp Johnson o/b, compass, Navico AP, and handheld Loran. \$8,500 obo. (415) 621-6201.

ERICSON 27, 1972. Great Bay boat, 6 sails including spinnaker, inboard Atomic 4, new upholstery, extensive equipment list. \$10,475. Call John at (209) 586-3222.

CORONADO 25, 1967. Newly upgraded sails, electronics, rigging. Nissan 8 hp elect. start. KM, DS, FishFinder, Autohelm, modern winches, life sling, lines to cockpit, head & tank, delux. cabin, new upholstery. \$3,900. Call Ben/Harvey, (415) 331-7965.

DAWSON 26, 1976 Fiberglass & trailer, disp. 4750 lbs. Swing keel 1200 lbs. Minimum draft 1.8', inboard engine, center cockpit, forward cabin, 3 berths, stove, VHF, stereo, 6' headroom, aft 2 berths, head, 3 sails & more. \$8,750. (415) 239-7002.

CATALINA 27, 1976. Std. rig, main, jib, genoa, 10 hp Honda 4 cycle, Autopilot, depth, KM, VHF, stereo, shore power, Whale Gusher. Great Bay/Delta boat, active club. \$7,800 with new bottom paint; \$7,400 you paint. Vallejo berth. Call (707) 252-3006.

CATALINA 27, 1975. Beautiful teak interior, new cushions, roomy, shorepower, head. 2 jibs, main, 2 batteries, 15 hp outboard. Gas stove, refrigerator. Great liveaboard. Hauled out 9/94. \$6,500. Craig (415) 776-0309.

SKIPPER IN DENVER, sailboat in Gilroy. 26' FG sloop, sleeps six, pedestal steering, center cockpit, aft cabin, dual axle galvanized trailer (needs brakes). Photos faxed on request. Asking \$12,500. (303) 754-2979.

ERICSON 27, 1977. Great coastal, Bay boat. Atomic 4, low hrs. many sails. New running rigging, thru-hulls. Rebuilt head. Awesome interior. Sleeps 5. Enclosed head. VHF, DS, WS, WD, stereo. Clean/excellent condition. Located Monterey, mooring available. \$12,500. Call (916) 688-3483.

CATALINA 27, 1971. Sailed Lake Tahoe, summer only. Located at Homewood, inboard engine, cockpit cushions, cover, new stove, loved by one owner, good shape, ready to launch. \$6,500 obo. Call Lou Marie (702) 329-9399.

PACIFIC SEACRAFT DANA, 1986. 27' LOA. Sturdy, stable sloop. Single-handed rigging, 4 sails, inboard Yanmar diesel, DS, KM, VHF, 25 pb. CQR, enclosed head/shower, gimbaled CNG stove/oven, extras, sleeps 4. Vallejo. Price reduced to \$42,000. (916) 477-8421 eves.

CORONADO 27. Excellent. Probably the "best one on the Bay". Many custom improvements, lots of sails, gear and extras. See in Sausalito by appointment. \$6,900 obo. Must sell! Call (415) 924-8188 or (415) 331-0885.

CATALINA 27, 1976. Super clean, inboard diesel, traditional interior (new upholstery), VHF, stereo, KN, DS, batt. charger, 2 batteries, 3 sails, stove, head, sleeps 6, 2 sinks, large ice box. Hauled recently. Great boat for Bay or Delta, easy to sail, fast & fun. Call (415) 331-7583 lv. msg. \$8,500 (or trade for nice ski boat.)

CAL 25, Excellent Bay boat. 4 sails & spinnaker, sleeps 4, head, alcohol stove, new cover and battery, cheap summer fun! Sausalito berth, moved, must sell. \$2,900. (707) 822-3759.

EXPRESS 27, 1983. "Mr. Bad Example", w sets of sails, Digital compass, KM, double axle trailer, new mast and standing rigging, 1990. See at Easom's Yard. \$16,000 obo. (412) 741-5346.

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BABA 30, 1978. Robert Perry's perfect world cruiser for two. Original owner. Twelve years cruising experience. Every necessity and comfort installed. Re-fit and LP paint job completed 9/94. Ready to cruise now. For brochure and specifications. Call (510) 687-8601.

CATALINA 30, excellent condition, looks new. Rebuilt Yanmar diesel, 3 hrs. Wheel helm, propane stove, 110 refig., holding tank, VHF, DS, KM. 4 sails, new custom cushions, much more. \$23,000. (415) 365-6712 or (415) 595-5822.

30-FT ISLANDER MKII SLOOP. 1973 with Palmer inboard motor, VHF radio, Kenyon speed log, Kenyon wind speed and direction, Kenyon depth sounder, close hull indicator, compass, plus many extras. Offered at \$17,995. Call (714) 675-1890. Leave message.

CAL 29, 1973. Race/cruise ready, 5 jibs, spin, Martec prop, KM, DX, VHF, Loran, Atomic 4, Autohelm, dodger, CGN stove/oven, one design class. \$13,000 obo. (510) 935-7649.

NEWPORT 30 II 1979. T cockpit, teak sole, 7 winches, Harken & Lewmar. 6 bags sails (2 mylar). 4 spinnakers, Loran, VHF, stereo, epoxy bottom. New lexan windows. Excellent shape. \$18,000. (510) 865-3994. Tony.

CATALINA 30, 1991 REFIT, CRUISE READY. Radar, Reliable Atomic 4-30hp, new standing rigging, head, AC/DC wiring, pumps, propane oven/stove, AC/DC refrigeration, pressurized hot water, shower, VHF, stereo. Upgrades, rare U-shaped dinette, lines alt, wheel, dodger, roller furling, spinnaker set-up with pole, 4 batteries, AC, charger, holding tank, KM/DF, stem ladder, jiffy reefing, macerator, anchors, Lifesling, flares, cockpit cushions, life jackets, dinghy, new bottom job, blisterless survey, teak dorades, extras. \$26,500. Consider partner/trade for Jaguar E-type roadster. (510) 444-0666.

CATALINA 30, 1983. Low hour diesel, wheel, roller furling, Loran, VHF, DF, 2-burner stove with oven, 3-stage charger, 2 anchors, Lifesling. \$24,000. (510) 798-0133, eves.

NEWPORT 30 MK III, 1982. Beautiful condition. Unique sails, rig with furl main & jib. Low hr. diesel. All new dodger, stereo, micro, cockpit cushions, wheel & BBQ. Like new DS, RDF, VHF, stove & shore power. H/C shower, 2 anchors/windlass, S/T winches. Bottom & engine maintenance 5/1/95. \$29,500. (510) 655-9469.

OLSON 30, SAIL #8276. VHF, instruments, 14 bags of sails, two-spreader mast, two axle trailer, etc. \$19,500. (209) 435-1074 or (408) 384-6163.

CATALINA 30, 1981. Pedestal steering, Atomic 4, cockpit cushions, VHF, oven, stereo, 2 mains, new canvas, full galley, great cruiser, Alameda berth. At \$21,500 she's going, going, Call M-F days (415) 957-1956; eves (510) 521-9438.

ISLANDER 30 MKII. Clean and maintained. Atomic 4. Jib, main, storm jib. Many new deck wood covers. Must sell, make offer. Asking \$16,000. Brisbane Marina. Call Dennis, (415) 697-5329 days or (415) 592-6936 eves/wknds. Partnership possibility.

CATALINA 30, 1976. Excellent condition. Must see. Hauled, surveyed, bottom painted 4/95. New: thru-hulls, fuel pump, 2 batteries, halyards, much more. Yanmar diesel, VHF, inflatable, 2 jibs, 1 main, wheel steering, refrigerator and more! Sleeps 5. \$18,900. (415) 665-9135.

OLSON 30, 1982. Trailer, UK and Sinbad sail inventory, VHF, Sail-Comp, many upgrades and extras. This Olson is fast and in immaculate condition. Ready to race. \$19,000. In Los Angeles. (310) 831-1463. Photos available.

SANTANA 37. Fast, strong, performance cruiser. Very roomy interior. Must sell boat. \$37,500. S.F. Yacht Harbor slip also possible. Contact Stu at (415) 455-8747.

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ISLANDER 30 BAHAMA, 1979. Excellent condition. Volvo Penta diesel, Racor fuel filter, wheel, compass, VHF, DS, KM, mainsail, 2 jibs & genaker, self-tailing winches and more. Bottom job 9/91. Rerigged 1994. Hauled 4/95. \$18,000. Call (415) 859-2283 day, (415) 948-6657 eve.

CATALINA 30, 1985. Very clean, one owner, Universal diesel, spinnaker, 99, 150, depth, finder, knot log, VHF, Loran, stereo, galley with propane, hauled and engine reworked 1994. Santa Cruz. \$30,000. (408) 336-5569. Leave msg.

ERICSON 30, 1969. Substantially hand-laid hull and deck. 6'4" headroom. Strong Atomic 4 w/570 hours. Sail inventory includes newer main, drifter, spinnaker, etc. 7 winches, traveler. VHF, DS, AP, KM, stereo. Two anchors, lots of extras. Slip available. Reduced to \$13,800 obo. (408) 439-0969, (415) 638-5802.

NEWPORT 30 MKII, 1974. Spinnaker, 2 150s, 130, 110 in good shape. Atomic 4 recently serviced and running great. Loran, VHF. This boat is ready for a great summer. Sacrifice \$10,000. (415) 389-0951.

CATALINA 30, 1984. Like new, clean, never raced. Loaded with all the top-notch stuff that you would like to have (too much to list) and all the upgrades you/she will want and love! 3/4 of the battle is trying to find the right boat! I know...! This top-notch 30 is praised wherever we sail her, be it the Bay or Delta, on how nice she is inside and out, by other 30-ft owners, when it comes to her amenities. So, if you are looking for a Catalina 30', look at 2 or 3 others first, then call to see this truly loved C-30 of ours and see why a little more will get you a lot more. \$36,950. (916) 371-8875.

SANTANA 30 SLOOP. Meticulously maintained, full galley and head, sleeps 5, VHF, depth, speed Loran, Autohelm 2000, Pineapple sails, new rigging, Navtec back stay adjuster, var/topping lift, 110v/battery charger, Volvo diesel, Martec prop, hauled 7/94. \$18,500. (510) 525-3604.

BALTIC CRUISER, 29-FT, 1962. Sleek Danish design, fiberglass over wood. Full keel. Ideal for Bay, short overnight trips. 8-ft. beam, 5-ft. headroom, too small for liveaboard. VHF, 1993 8 hp Honda o/b, 30 hrs. \$5,900. Call Stephen, (415) 621-0231.

1977 C&C 29. One owner. Race and cruise equipped. 12 bags, 9 Barient winches. Full canvas w/dodger. Bristol condition. Impressive race record, great cruiser. Adler Babor, Autohelm, Loran, dink, Signet Instrument, VHF, stereo, 2 anchors, New Forespar rig '87 w/hydraulics. Gene Whitt (805) 985-6331. \$25,000.

ERICSON 30+. Great for coastal cruising, sleeps 4-5, wooden interior, new teak hatches & doors, rebuilt Atomic 4 engine, Loran, roller-furling jib, galley w/propane stove & oven, head w/holding tank, stereo cassette. \$12,500 obo. Leave msg. (408) 479-0981.

1980 SEA EAGLE. LOA 31', beam 10'4", WL 27'4", draft 4'9", displacement 12,500, ballast ratio 41%, sloop, yanmar diesel, D/S, KM, VHF, teak interior, teak decks, brass port holes, refrigerator. Stan Huntingford design. \$35,000 obo. (209) 477-2419.

ERICSON 30+, 1982. 16 hp diesel, wheel, Loran, depth, KM, VHF, new standing rigging '92, new jib '92, new main '94, stereo, h/c pressure water, battery charger, sleeps 6, 2 anchors, self-tailing winches, epoxy bottom. Sacrifice \$20,500 obo. Chuck (707) 645-1206.

30-FT CRUISING KNARR. Excellent condition. Fathometer, radio, sail new '92, 110v system & charger. Mast and rig overhaul & complete refinish topside & below this year. 3 hp foldaway Evinrude. This vessel is fast, sassy & ready to go. \$4,950 or reasonable offer. Call (510) 653-1724.

NEWPORT 30 II, 1973. Many recent upgrades: new mast, LPU paint, cushions, 55 amp alt., etc. Seven time season champion, 7 winches, Autohelm, VHF, knotmeter, depthsounder, ElectraSan, CNG stove/oven. Martec prop, stereo, battery charger, Atomic 4. \$13,500 obo. (408) 245-6560.

O'DAY 37, '80 American made fast cruiser, center cockpit, 2 heads with hot and cold showers, low time on Westerbeke diesel, well equipped with new Autohelm pilot, VHF, Loran, SatNav, DS, speed & log, electric windlass, excellent condition. \$43,500. (916) 371-6455.

HUNTER 30, 1978. Yanmar diesel, wheel, Autohelm, KM, DS, VHF, h/c pressure water, shower, Adler-Barbour refrigeration, battery charger, shore power, teak/holly sole, BBQ, 2 jibs w/extra self-tending rigging, adjustable backstay. Good condition. Includes Moss Landing transient slip. \$18,500 obo. (408) 372-8305.

CATALINA 30, 1982. Answering machine died, try again. New roller furling, new canvas, 8 sails including spinnaker and gear. AC/DC refrigerator. Diesel engine w/ folding and fixed props. Jade green LPU hull and recent haulout. Lots of extras. \$26,000. (510) 865-9368.

30-FT ULDB 1980. *Wildemess 30* prototype. Moore/Olson/Santa Cruz pedigree. Looks/sails like a big Moore 24. 7 sails, trailer, o/b. Headed to Medical School, must sell. Delivery available. Best damn boat I've ever had. \$12,000 obo. Dave (619) 298-9129 lv. msg.

1963 COLUMBIA 29. Very good condition, Atomic 4, new cushions, standard equipment. \$8,000 obo cash. (510) 869-3875.

30-FT TARTAN SLOOP, 1974. Sparkman & Stephens design, Atomic 4 with 550 hrs., 5 sails, new non-skid decks, new upholstery, tiller, Signet depth & speed, great shapel Reduced to \$18,500. Days (415) 457-6582, eves (415) 383-4464.

NEWPORT 30 II, 1975. Well maintained Bay, ocean, Delta racer/cruiser. Twice YRA fleet champion, comfortable roomy family boat. Full sail inventory, spinnakers, Yanmar, Martec, Loran, KM, depthfinder, VHF, LPG oven/stove, '94 survey, new bottom, much more. \$15,000 obo. (415) 346-3323 or (415) 441-4599.

30-FT YANKEE SLOOP, 1971. Pristine classic, Universal diesel, radar, Force 10 stove, new sails, much more. \$20,000 obo. (510) 339-2976.

1988 CATALINA 30. Meticulously maintained, roller furling & 3 head sails, inflatable w/ motor, many extras. (415) 877-7483 days or (707) 664-8366 eves. \$36,000.

OLSON 30. Hull #222. Light use. Last sailed 1992. Flawless bottom. 4 or 8 hp motors. Plath compasses. 14 North sails. Signet Instruments. 1990 trailer under 200 miles. Canvas covers. Superbly maintained. Buyer travel, delivery negotiable. \$20,000. Info packet. (312) 637-5276.

HAWKFARM 29. This is no Kauhale (home) for *Kali-O-Kalani* (connection to the Heavens) In Hawaii so her owners must sell her. She is easy on helm for a lady driver and loves going to the wind. Asking \$11,000. She has a spinnaker and original blue sails and comes with a berth in Berkeley. Days, Pattl at (408) 866-7837, eves, Steve at (408) 923-6562. Mahalo!

'80-81 YAMAHA 30-FT. Racer/cruiser, diesel, wheel. \$25,000 obo. (415) 923-6029 days or (415) 255-9587 eves.

32 TO 35 FEET

WESTSAIL 32 cutter. Perkins 4-108, Profurl headsails, full electronics. 2 CQRs, Monitor windvane, new propane stove. Hard/soft dinghies, 2 hp o/b. Excellent cruising condition. Located in La Paz, Mexico until 6/20/95. Fax serious inquiries to B. Winzeler, *Morning Star*, Marina de La Paz, La Paz, BCS, Mexico. \$55,000. Please fax 011-52-112-55-9-00.

APHRODITE 101 (33-ft sloop), 1979. Sleek, fast and fun for exciting racing and comfortable cruising. Elvstrom design and Danish craftsmanship (Blanca Yachts). Fractional rig with a self tacking jib that actually works for easy sail handling without sacrificing performance. Easily singlehanded. Comfortable, attractive interior with lots of wood. New mast and engine within last 6 years. Full sail inventory, electronics and extras. \$25,500. (415) 227-3560.

SOVEREL 33, 1985, Olson built by Ultra Light. Rarely used, this boat has been professionally maintained by the original owners. New in 1994: Ballenger spar and rod rigging, rebuilt Yanmar diesel, interior varnish. \$37,500. (510) 444-8448, eves; (510) 835-8448, days.

1971 CONRAD 35 center cockpit. Low hour Atomic 4, pressure water. Dinghy with Evinrude. Autohelm. Great liveaboard or go cruising to Mexico. \$25,000. Call Frederik and make an offer. (415) 285-9831.

ISLANDER 32. 1964, comfortable, ready to sail. New Loran, Autohelm tillerplot, CNG stove/oven, depth/knot meters, new heavier rigging, cockpit dodger, lifeline canvas, strong fiberglass hull. \$14,000 or \$23,000 with prime 35' Santa Barbara slip. Reasonable offer considered. Please call (805) 735-4456.

CATALINA 34, 1987. Tahoe condo dock won't accommodate this fabulous family cruiser. Wanted: new owner to apply love and attn. Roller furling. Interior/exterior like new. Microwave, VHF, knot, depth, wind instruments. Very low hour diesel. \$51,500. (916) 427-2732.

345 FAST OCEAN CRUISER, 1986, aft cabin, mega storage, 50hp VW diesel. Loaded, complete inventory, refrigeration, hot/cold pressure water, wheel steering, great interior, comfortable liveaboard. Emery Cove Marina. \$34,500. W: (916) 527-2740. H: (916) 482-6830.

CHEOY LEE CLIPPER 33, 1975. Cutter rig, Perkins diesel, epoxy bottom. Sturdy cruising boat in dry storage with recent survey. First \$29,000. Call (619) 424-3660 or (619) 437-5124.

33' HOBIE. (ULDB) 1985, like new, new Gleason kevlar, mainsail, three foresails (97%, 122%, 155%), Signet 1000/2000. Like new, freshwater only. \$22,000 obo. Call Mark at (603) 880-5571.

CONTESSA 32, 1976. *Running Free.* Cruise ready. New sails in '93. Roller furling, head sail, Monitor windvane, Tiller master AP, radar, SatNav, 22# Bruce & 200 ft. chain. Hauled & painted '94. \$30,000 obo. Boat is in La Paz, Baja. Call (415) 359-5974.

PEARSON VANGUARD. '65 "Bullet-proof cruiser". New mast and rig, newly rebuilt Atomic 4, beautiful interior, much custom work, VHF, KM, stereo, kerosene stove & heater, main & 4 headsails, dodger, windlass. Owner moving, heartbroken to sell. \$24,900. (415) 507-1789.

35'5" HUNTER LEGEND 1987-88. Immaculate, loaded. Must sell due to back surgery. Best equipped Hunter in the country. Call for complete specs. 4 sails, 4 anchors w/electric windlass, roller-furling genoa, all lines cockpit-lead, 27 hp diesel I/B, 10-ft inflatable w/6 hp o/b, Autohelm 4000, wheel steering, galley w/stove & refr., Signet Instr. + Loran C & stereo. Generator, solar panel, etc. Priced to sell. \$60,000. (310) 832-5741, Judy or Hugh.

ERICSON 34 SLOOP, 1978, King design., teak int., new cruising spinnaker, hot water (electric), Autopilot, new head, fast racing hull, step mast, 8 ft. W. Marine dinghy, 5 hr. Nissan, new sea cocks, new paint, 1989 Yanmar, excellent cond. \$29,500. John, (510) 521-6432.

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CAL 2-35, 1980. Excellent condition, new Harken "C" furling & sails. fully battened main, radar, rebt eng. 200 hrs., Loran, VHF. See to appreciate. \$44,900. Call (408) 955-1259 or (510) 736-2817.

1994, 35-FT BENETEAU, Oceanis 351. Many extras. Excellent condition. Health condition forces sale. \$99,950. Berthed at Brickyard Cove. Please call (916) 944-3937 between 2:30 - 7:30 pm. (Or anytime to leave a message.)

HUNTER 33, 1979. One owner, excellently maintained. Low hours 15 hp diesel. Has all bells & whistles, propane oven, electro guard system, Frigibar, solid teak interior & sole. Motivated to sell ASAP. Shown at Port Sonoma. Offers welcome. (415) 892-4303.

CORONADO 35, 1973. Center cockpit, diesel engine, dodger, h/c pressure water, refrigeration, sleeps 6, excellent liveaboard, many extras, 9.9 hp Honda with 10-ft Zodiac, sailboard w/rack. \$32,500. (415) 365-6513, lv. msg.

TARTAN 10, 1979. 33' racing sloop. 5 sails (incl. 2 spinnakers with gear), sleeps 6 with porta-potti, sink, VHF. Diesel inboard. Hull, engine, sails - excellent shape. Racing bottom, all under water gear new 1994. Great class racer/weekend cruiser. (Sitting headroom only). \$16,900 obo. Please call (510) 939-4422.

PERFECT LIVEABOARD. Some owner financing, possibly trade all or part for what have you? Coronado 35', 1978. Great cruiser, diesel, full galley, stereo, roomy, sleeps 6, recent haulout. Call anytime (800) 228-8193, box 23921. Will accept reasonable offer.

32-FT ATKINS SCHOONER. *The Anna Maria.* \$12,000. Volvo diesel, new wood bottom, Loran, VHF, Autopilot. Many sails in good condition. Leave message at (415) 456-5936.

33-FT SOVERAL, 1986, ultralight, PHRF 90, Olson design, epoxied bottom, full racing gear, 4 spinnakers, 16 bags sails, new set in '93, 4 bunks, galley, chart table, autopilot, Yanmar diesel, folding prop, \$35,000. Monterey dock available. Please call (408) 372-2352.

GURNEY 33-FT, 1968. Strong, lightweight, fast. Displacement 9,000 lbs. / 4,100 lbs. Aluminum hull, built in Holland at Huisman's yard. Alen Gurney design. The perfect couple's blue water cruiser/racer. All mahogany below decks. Configured for passage making. Volvo MD6A, extra water tanks, Avon, spin., gear. Excellent condition. \$39,500 obo. Jim Van Beveren, home (510) 827-8915.

CATALINA 34, 1987. 150%, 120%, 95%, cruising chute, roller furling, alcohol stove/oven, refrigeration, complete instrumentation, Loran, VHF, stereo, self-tailing winches, professionally maintained bottom, Bruce anchor, original owners. Great condition, priced fairly at \$45,500. (209) 478-2642. Call before 8 pm.

TARTAN 10, 1979. 33' racing sloop, recently replaced knotmeter and depthfinder. Also has windspeed and Loran. Good condition. \$14,000. Call (415) 892-8753. Will consider partner.

SANTANA 35, 1984. Race/cruise ready, many racing upgrades, CNG stove/oven/H2O heater, great sail inventory, full instrumentation. Excellent condition, must see \$39,000. (510) 866-5417 day or (510) 838-0684 eves.

CATALINA 34, 1988. Ready to sail, inboard diesel, all lines to cockpit, roller reefing jib/genoa, cruising spinnaker, Loran, VHF, RDF, am/fm disc, depth/KMs, AP, windlass, dodger, hot water heater, shower, refrigeration. \$55,000. (916) 858-1648.

HUNTER 33, 1977. Wedge cabinhouse with full headroom (race model). 2 dbl, 3 single berths. Aft head with shower. 380 hrs on 20 hp Yanmar diesel. Wheel steering. Full spinnaker gear. Depth, speed, VHF, pressure water, 8-ft Achilles dinghy. cockpit cushions. Recent haulout with new bottom job, thru-hulls/valves, stuffing box, exhaust, hoses. New batteries. New canvas covers. Boat has been lightly used and is in excellent condition. Can be viewed at Alameda Marina slip #815. \$22,500. (510) 521-6672.

35-FT CHEOY LEE LION SLOOP. 1960. Classic racer/cruiser. Includes awesome San Francisco berth. Teak planking, copper rivets. Head, galley, sleeps 4. Newer Yanmar diesel. Interior features handsome woodwork. The buy of the '90s! \$29,000. (415) 456-9722.

34-FT ATKINS KETCH, 1961. At 47-ft LOA *Auwana* is constructed of Alaskan yellow cedar laid on Apitong frames. Completely restored (1991-1994) from fasteners to sails and from electrical system to rebuilt Yanmar with new transmission. Over \$100,000 invested. *Auwana* was built and restored with passion, has wonderful balance under sail, is in rhythm with the ocean, and is many times a trans-Pacific veteran. \$65,000 buys the deal of a lifetime. Ted or Cathy at (510) 523-6186.

ERICSON 35 MK III, 1982. *Wind Chaser.* Fast cruiser/racer, well maintained with numerous upgrades, CNG stove and heater, hot/cold pressure water, separate stall shower, Adler Barbour refrigerator, high output charging system, full spinnaker gear, rod rigging, upgraded winches, Harken traveler, NKE Tipline instruments with mast display and GPS, 12 bags sails, 5 spinnakers, bottom faired April, '95. \$78,000. Call (510) 582-2389.

32-FT ERICSON, 1969. Nice mahogany interior, good sail or liveaboard. No engine, needs just a little T.L.C. Quick sail for you. Quick sale for me. Reduced to \$11,000. (510) 569-4128.

FANTASIA 35-FT, 1976. Beautiful teak interior, 7' headroom, 3 cabins, workshop, Loran, EPIRB, dodger, bimini, hot shower, ground tackle, 40 hp diesel, 5 sails, dinghy, 220 gal. water, LPG oven/stove, windvane. Excellent liveaboard! Sacrifice \$45,000. (408) 996-2045.

36 TO 39 FEET

ISLANDER 36, 1973. Pristine condition, one owner, never raced. Custom teak interior, Harken roller furling, portable dodger, Pathfinder diesel installed 1983, low hrs. Delta awnings, cockpit table & special swim ladder. Hauled April '95, no blisters. Asking \$38,000. Call (510) 522-6278.

36' UNION POLARIS, 1981. Cruise ready, solar panels, SSB, VHF, radar, watermaker, autopilot, 100 gals fuel, 140 gals water. Beautiful wood interior. Everything about this vessel is in A-1 condition. For more information call (805) 595-2514. \$79,000.

36-FT LANCERSLP, '79. Lots of goodies, dodger & bimini w/ side pnls, VHF, AP, Loran, full instr., H/C press wtr, ample gmd tkl & 8' Zodiac w/ 2hp Yamaha. Fast & roomy. Exl cond. \$35,500. (619) 970-4163, pgr. San Diego.

HUNTER 37', 1983. VHS, Loran, radar, Autohelm 4000, heater, shower, H/C water. \$45,900 obo. With S.F. 40' slip (40 yr. lease). \$75,000. (415) 861-6853.

36' 1978 ISLANDER FREEPORT. "B" plan, 50 hp Perkins, in San Diego, VHF, Nav Star, North sails, roller furling, Autohelm 3000. \$59,000 obo. (415) 592-4433. Also (714) 646-1671.

CATALINA 38, 1980. Excellent condition. Fast! Many new upgrades since '90. Lots of extras. This is a must-see boat. New sails, rigging, radar, Loran, water heater... etcl Asking \$48K. H (415) 668-1076. W (415) 367-3967.

38-FT FARALLONE CLIPPER, Classic 1955 Stephens. Mahogany, oak, bronze. New standing rigging, alternator, holding tank. Rewired engine and 12v panel. Call for details. \$25,000. (415) 728-9506, eves.

SWAN 38. The quality of Nautor, the performance of Sparkman & Stevens. New Volvo, furling gear, new cushions, Max Prop, many sails. Great cruising boat with speed. \$89,000. (503) 289-6633.

CAL CRUISING 36. Roomy cruiser/liveaboard. Newly rebuilt Perkins diesel. Furling jib, VHF, knot, depth, Lewmar charger. Refrigeration, pressure hot/cold water, propane stove/oven, stereo. Windlass, 45# CQR, swim ladder. \$38,000. (714) 650-1946.

ISLANDER 36, 1978. Very meticulously maintained, deluxe teak and oak interior, 5 sails, spinnaker, roller furling, dodger, full electronics, LP'd hull & spars, 9 winches, refrigeration, AP, fixed & folding props, much more. This yacht is beautiful. \$42,900. (510) 614-9181.

FREYA 39 (41), 1982. Renowned passagemaker. Excellent. Survey 3/95. Hauled 11/94. Extensive refit 1990-91 including rigging. Beautiful interior.

Outfitted for worldwide cruising including watermaker, 12v windlass, serious groundtackle, autopilots (3), windvane, Profurl, refrigeration, radar, offshore raft, 406 EPIRB, HAM SSB, VHF (4), inverter, 585 AH batteries, Avon and outboard, boxes of worldwide charts and guides, spares. Complete inventory goes: foulies, harnesses, binoculars, sextant, fitted sheets, everything. Call for exhaustive list. Ready now for circumnavigation. \$89,000. Brokers welcome. (310) 821-1949.

HUNTER 37, 1982. Cutter rig, good dry ocean and Bay boat, fin keel, spade rudder, Yanmar diesel, sleep 7, warm hardwood trim below, teak holly sole. A lot of boat for little money. \$47,500. Call (415) 961-2222.

BENETEAU FIRST 38, 1985. Perkins 4108, 3 blade max prop, 11 ST Lewmars, Signet 1000 & 1500, 3 bags, 1 chute, 10' inflatable. \$85,000 obo. Greg (310) 838-6012.

CUSTOM PERFORMANCE CRUISER. 36-ft sloop. Designed/built by Charley Morgan. All lines lead aft. Rod rigging, Hood furling, Barient ST winches, refrigeration, autopilot, dodger, etc. Westerbeke diesel. Optional cutter rigging. S.F. berth. New epoxy bottom. Illness necessitates sale. \$44,000 obo. (415) 664-7777.

PERFECT 38-FT SLOOP for Bay or ocean cruising. Newly refurbished, 43 hp Westerbeke diesel. Large cabin area, great for liveaboard. Owners may help with financing. Possibly trade. Priced at \$39,000. Owners accepting any reasonable offer. Jeff (707) 795-7827 or (707) 584-8363 (days).

SABRE 34. Loaded: Autopilot, roller furl on jib and main, electronic navigation, Westerbeke diesel, Avon raft. Sacrifice, start bid at \$49,500 which is below Blue Book. Will consider Stanley Steamer Model 62 in trade. (510) 339-2569.

GULFSTAR 36 MOTORSAILER, 1972. Lehman 120 hp diesel, low hours. Hard dinghy on davits, gen. set, Autopilot, VHF, DS. Perfect liveaboard, 2 staterooms, sep. shower, new upholstery. Very good condition. \$55,000. (415) 755-9891 or (boat) 331-5554. Sausalito berth.

36-FT MAGELLAN KETCH, 1977. 35 hp Volvo, teak interior, very nice condition, SatNav, windlass, etc. Never cruised. Fresh bottom paint. Angleman design. \$49,000 (619) 894-6978, (520) 426-1547, (619) 493-7846 pager.

36-FT ROBERTS, pilothouse sloop, flush decks. Large interior, would make a good liveaboard. Needs some T.L.C. Yanmar 3 cyl. aux. Recent survey value \$38,950. Asking 24,500. (209) 948-6465 day, (209) 463-1018 eves.

1982 UNION 36. Cutter rig, full canvas enclosure, Perkins diesel, w/ 1000 hrs., 100 gal. fuel, 150 gal. water, hard dodger, radar & much more. \$75,000. Days (503) 234-6481, eves (503) 543-2815, fax (503) 239-4122.

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CATALINA 36, 1985. Universal diesel, 100% and 140% roller-furling jibs, Loran, depth and knotmeter, Autopilot, VHF, microwave, BBQ, two anchors, safety equipment. Excellent Bay sailor, roomy for Delta cruises. \$52,600. Need money for school. Mark (415) 751-4563.

SPARKMAN & STEPHENS WEEKENDER. *Alita*, built 1938 at Stephens Bros., Stockton. 36-ft knockabout sloop, fir on oak, teak house, Perkins 4107, not a project boat. The original design from which the Farallon Clipper evolved. \$22,500. (415) 388-6057.

WESTSAIL 11.8M. Modern, fast 39' Bob Perry designed sloop. Spacious liveaboard, separate shower, sleeps 6. SSB, VHF, new dodger, Avon/Evinrude, refrig. 12v & engine driven, propane stove w/oven, Volvo diesel, self-tailing winches, well-maintained. Call for spec sheet or appt. \$115,000. Call (415) 332-5970.

CATALINA 36, 1985. *Pegasus*. Bristol condition, dodger, pedestal mounted wind, speed, depth. VHF, stereo, Loran, microwave, color TV, CNG, h/c pressure water, two staterooms, great galley, storage, shower. Custom interior, cockpit cushions. \$62,000 or trade possible for larger yacht. (916) 988-7113.

HEAVY-DUTY 37'5" deep water gaff ketch. 1980 William Adkins Ingrid fiberglass hull #5. Double-ender. Diesel power. Heavily built for long distance voyaging. Permanent berth in Moss Landing transferrable to buyer. \$36,000. Eves (415) 968-2921 or (408) 227-4495.

CANADIAN-BUILT CAT KETCH. Built for 1989 Toronto Boat Show. similar to Nonsuch 36, beautiful joinery. Great layout. Well maintained by original owners. Volvo diesel, Autohelm, Tridata. Fast, easy to sail, very safe & lots of fun. \$85,000 (415) 898-5947.

40 TO 50 FEET

40-FT VALIANT PILOTHOUSE. 1980 by Uniflite. Better than new. One owner, professionally maintained. Outstanding cruiser/liveaboard w/one stateroom and big salon. Amenities include: Wood-Freman AP, Grunert refrigeration, Furuno radar & Loran, Lewmar winches, dual steering, Westerbeke 58 diesel. One of the finest if not the best cruisers in the NW. Call for picture and specs. Asking \$150,000. Phone (408) 371-0180 or (206) 564-1221.

'86 HANS CHRISTIAN 41-FT, TC, USCG documented. Teak decks & interior. Equipped for cruising. Navigation & communications equip. included. Sail the world at your leisure. For info: Liz De Stael, P.O. Box 1534, Kailua-Kona, HI 96745. (808) 329-3739, fax (808) 329-1060 or Richard, (619) 299-7797. \$169,000 US.

41-FT CHEOY LEE offshore ketch, Ray Richards design; large inventory, fully equipped. \$69,000. (805) 569-5225.

FORMOSA SPINDRIFT 43. Giveaway price, needs TLC but ready to go. Aft cabin, 2-station steering, 2 heads, GPS, radar. 1 inflatable and 1 f/g dinghy. New 10 hp Johnson and more. Boat's in Costa Rica. \$39,900. (503) 641-3015.

WILDERNESS 40 Gary Mull designed hull, deck and cabin with partial interior. Vinylester resin and vacuum bag construction, for an extremely stiff and strong ultralight racer/cruiser. \$15,000 obo. (408) 469-9920.

43-FT WESTSAIL CREALOCK design. 170 gal fuel 300 gal water. Electric windlass, Profurl, GPS weatherfax. Too many extras to list. \$140,000. Ready to cruise from N.Z. Fax for info packet, 64-9-424-0703, c/o Mariposa.

HARDIN 44 KETCH, center cockpit, Perkins 4-154 diesel, freezer, AP, custom interior. Masts and hull just refinished. Proven Mexico vet. Super comfortable liveaboard. Original owner wants serious offers. Asking \$92,000. For specifications and photos, call (619) 421-5008.

CHEOY LEE OFFSHORE 47-FT. Classic tri cabin version. \$80,000. No brokers/agents please! (209) 847-2235.

43-FT HANS CHRISTIAN full keel ketch, 1980. Gorgeous teak decks and interior, beautiful glass. Three private cabins and pilot berth sleeps 8, Perkins 4-154 diesel, Zodiac tender with 4 hp. Asking \$130,000. (415) 588-8753 for detailed equipment list, survey findings, or appointment.

OLSON 40. Pristine condition, original owner, cruise/race equipped. GPS, VHF, SSB, Signet instruments, dual compasses, extensive Sobstad sail inventory. Transpac ready. \$85,000 obo. Call for detailed inventory: day (916) 661-1702. eve. (916) 753-9331.

OLSON 40. Cruising equipped, GPS, SSB, VHF, Signet instruments, Harken furler, refrigerator, freezer, shore power, watermaker, gel batteries, life raft, anchor roller, solar panels, 100 amp alt, quad-cycle, Autohelm, EPIRB, much more. \$76,000. (206) 562-7271.

MARINER 50. Cutter-rigged motorsailer, 1979-94. New sails, rig, 185 hp Perkins, Genset, inverter, 400 GPD watermaker, interior. Actually everything is new and too much to list. Boat is beautiful and ready for serious cruising or liveaboard. \$249,000. (408) 758-9361.

NORTH AMERICAN 40. Cruising or racing you'll enjoy this proven winner, it's fast and comfortable. Ensenada winner '93 & '95. Pathfinder 50, Martex, complete set of Hood sails, refrigeration, sleeps nine. \$69,500. Call Steve (714) 631-4205 eves/wkends, (310) 986-6817 days.

1977 WESTSAIL 43. Factory finished aft-cockpit cutter. 1900 hrs. on diesel, epoxy bottom. 1994 refit, sails, hatches, cushions, etc. VHF/SSB/Ham/GPS. \$100,000. Specs - photos. chris at (408) 423-4076.

40-FT CHEOY LEE, 1970 YAWL. Fiberglass & teak, aluminum masts, 48 hp, shower & 2 heads, 8 sails, all new thru-hull valves, VHF & SSB radios, EPIRB, Loran, depth finder, 110v & 12v refrigerator, \$53,000. Eureka. Tom at (707) 839-0245 or Brenda at (707) 826-7448.

CT 41. Center cockpit ketch one of 6, 60 hp Isuzu, 120 gal h/c press., a/c refer., propane stove, liveaboard berth. Bay Area loc. Will take trade, (916) 596-3613 & (510) 228-1662, tv. message. P.O. Box 253, Martinez, CA 94553. *Felicity*. \$75,000 obo.

1992 ROBERTS 434. Finest steel pilothouse cutter ever built, using only top quality materials by qualified builder. 200 gal. water, 80 gal. diesel, 65 hp engine, diesel heater, dual hydraulic steering. Needs to be rigged. \$69,500. (408) 469-9920.

CUSTOM CENTER COCKPIT lightweight cruising ketch 49-ft overall, a long, slim speedster easily sailed by couple. Major rebuild in '88 from keel up through rigging, including wiring, remodeling, chain plates, instruments, etc. A new boat on a unique older hull. LPU painted hull and topside 1993. She is a sleek, well maintained vessel, out cruising since '88. Loaded with gear and spares, ready to go again with minimum investment of time and money. \$49,900 (619) 298-5118.

CHEOY LEE OFFSHORE 40 YAWL. Classic tri-cabin version. Excellent liveaboard or local cruiser. Very well maintained with boat cover. Blister free f/g hull. Furling jib, boom gallows, anchor windlass, 2 mains, 4 jibs, 1 mizzen, KM, DS, log, radar, SatNav, VHF, life raft, rebuilt Volvo Penta (1990) w/many engine spares. Dual alternator system, engine battery and 2 banks house batteries. 12 volt refrigeration & separate engine driven refrigeration, diesel cabin heater, microwave, new propane stove/oven, dishes, pots, pans, silverware, glasses, and more. Add food & drinks and leave the dock. Reduced to \$50,000. (No brokers/agents please). (415) 626-2909.

44-FT PETERSON, 1980. Center cockpit, cruise ready, FG decks, new radar, GPS, depth, autopilot, 150% roller furling, full batt. main, elect. windlass, 70lb. Bruce, 500' 3/8 chain. New dodger, full-boat awnings. Cust. interior, rig., freezer, much more. \$119,900. (619) 575-2770.

STEAL THIS BOAT! 45-ft Hay Slow *Squarehead*. Ideal liveaboard or office. Need cash, \$10,000 or best offer. (916) 832-1802.

42-FT FERRO-CEMENT hull for pilot house ketch, full keel. Also have 60 hp diesel engine with drive, not installed. No rigging. No time to finish. Located in the water downtown Stockton, CA. \$10,000. Call after 6pm. (209) 983-9647.

COLOMBIA 45, 1973. Spacious and clean liveaboard/cruiser. 1990 rebuilt 50 hp Perkins diesel. roller furling main and jib. T.V., microwave, refrigerator/freezer, propane hot water/stove/oven. Walk-in shower. Dinghy davits. New batteries. More. \$58,000. (510) 814-9755.

CATALINA 42-FT, 1989. Roller jib, refrig, radar, etc. Excellent condition. \$95,000. Call Jim at (415) 574-3456. No dealers please.

40-FT HO SANG CHINESE JUNK. Teak hull and deck, 90 hp diesel, great liveaboard. 8-ft. Cheoy Lee dinghy. Illness forces sale. (415) 588-5520.

MASON 44, 1988. Stunning, like-new condition. 400 hours on Yanmar diesel. Well equipped: radar, B&G electronics, inverter, stall shower. Two double staterooms. New bottom paint and varnish. Elegant, seaworthy. No brokers. \$228,000 obo. (310) 457-4477.

RARE CHALLENGER 50 KETCH, 1974. Furling main, jib. Continuously upgraded, full found, recent epoxy bottom. Perfect liveaboard or go anywhere boat. Too much equipment to list. Must see to appreciate. Call for details. \$130,000 obo. (707) 745-3858.

NEWPORT 41, 1984 sloop. Original owner. Daysailed in Bay only. Rod rigging, Harken roller furl, CNG stove, factory modified winch pods for single-handing. Diesel engine w/low hours. Extra water tanks. Custom canvas, s/s cockpit enclosure. Fast. \$69,500. (707) 252-6347.

45-FT STARRATT MORGAN YAWL. Fast, strong performance cruiser. Aft cabin, fiberglass with stainless and aluminum rig, new engine, sails, anchors, 200 gal. water, 100 gal. diesel. Interior unfinished but otherwise ready to go! \$36,500 or trade for nice 36'. (510) 841-0885.

43-FT IOR CUSTOM SLOOP. Gary Mull design., Blue water performance, liveaboard amenities. Two private cabins, two heads, complete galley. New cushions. Fourteen sails. Sexy, strong, comfortable and fax. Reduced to \$73,000. (415) 780-3785. (206) 702-5087.

42-FT CASCADE MOTORSAILER. Pilothouse center cockpit cutter ketch. Professionally finished. 500 gal fuel, range 3500 miles. Aft cabin with sink, head. Fresh paint inside and out. Carpet, cushions '92. 10 hours since top overhaul Perkins 4-107. Sat/Nav A/P, electric windlass. Propane stove with oven and propane refer. Dinghy on davits. 6 sails. Already in P.V. Mexico. Appraised at \$96,470. First \$60,000 obo takes all. Bought another boat. Fax Attn: Van Dyke. 011-52-322-10722.

43-FT HANS CHRISTIAN CHRISTINA, 1990. Immaculate condition, fin keel, cutter rig, like-new sails, Yanmar 66 hp turbo, 160 hrs, full cockpit enclosure, 2 large heads, gorgeous woodwork, marble counters, cruise in comfort. \$185,000. (415) 967-7359.

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50-FT GULFSTAR, 1987. Center cockpit sloop. One owner, professionally maintained, sleeps 9. Set for cruising with 250 gals diesel, 450 gals. water, 66 hp Yanmar, Heart inverter, microwave, 19 cf Grunert refrigeration, electric windlass, new batteries with 850 amp/hours, dinghy with O/B. Two new Windbuggers ready to be installed. Just hauled and bottom painted. Very clean and well equipped. Located in the Grenadines. Asking \$135,000. Will consider trade located in the Bay Area. Call (415) 435-5213 or Fax (415) 435-1146.

ROBERTS 43, pilothouse ketch, steel hull. Launched 1994. Dual station hydraulic steering, autopilot, radar, GPS, SSB, 12v refrigeration, electric windlass, 700 amp-hr batteries, solar panels, state-of-the-art battery monitor & 150 amp alternator, Perkins 4-154 engine. Tough, strong & comfortable. Built to cruise, not to impress friends. Hull blasted & epoxy primed, LPU topcoat. Fully insulated. I took her to Mexico & back. Where do you want to go? Price set by survey. Call (916) 368-9109.

'79 EXPLORER 45, aft cockpit, classic performance cutter. A must-see for anyone looking for a serious, comfortable cruiser. Two private staterooms, two heads. Circumstances force sale after completely fitting out for Mexico. Call for specs and equipment. \$119,500. (805) 461-1549.

HARDIN 45 center cockpit, full keel, documented, liveaboard/cruise-ready ketch. 6'4" headroom, extensive storage, aft cabin, queen bed, adjacent head with tub. Recently installed top name brand watermaker, radar, GPS, AP, Loran, SSB, Loudhailer/fog horn, stereo, CD, deck, speaker below and on deck, 403 Mhz EPIRB, ProFurl, cruising spinnaker, BG instruments, inverter, gel batteries, SL electric windlass, controls on bow & helm, 400 ft. chain, 200 rope 60# 40# CQR, Danforth, Ample R brand electric system, Newmar panel, LPG for galley, stove and BBQ, twin Raycor filters, alarms: fire, water, fume, wood stove in salon, dodger, 8-man life raft, 3 Mexican cruises. Moored in SF Bay area \$130,000 or trade for Grand Banks-type powerboat. Please call (408) 395-3054, 8-10 pm.

40-FT GAFFRIG KETCH WOODIE. 4 cyc. Yanmar diesel. Nathaniel Wilson duradon sails. Aires vane. Lunenburg windlass. Lots of cruising gear. A simple, old-fashioned boat that's easy to maintain and very affordable. Sausalito berth. Asking \$39,500. (415) 332-9218.

47-FT PILOTHOUSE SCHOONER, 14 ft. beam. Design and construction by local author and nautical designer. Ruggedly constructed of ferrocement. Low maintenance. This boat was designed for comfortable cruising or use as lumber/cargo schooner. Has federal documentation. Small diesel. 1500 sq. ft. of sail. Pilothouse chart table, plumbed for galley and w/ marine heads, gimble stove, instant hot water. Comfortable liveaboard with 6' headroom. Sausalito location. Asking \$27,000 obo. (707) 984-6329.

NORTH SEA PILOT CUTTER, 41', gaff-rigged, ferrocement. Recent survey, insured, Coast Guard documented, new bottom paint, fresh brightwork, 80 hp Ford Lehman, refrigerator, propane stove, heater, 2 cabins, sleeps 5. Excellent liveaboard or cruiser, Mexico vet. \$32,000. (916) 283-4560.

SERENDIPITY 43. A great racer/cruiser, *Lone Star* has a huge interior with 6'5" headroom, separate aft cabin, fridge, stereo, etc. Harken split-drum furling, lazy jack and bulletproof construction make her an easy daysailor or a world-capable cruiser; 17 bags of sails, big winches and hydraulics make her competitive. We won a lot of races while living aboard! Asking \$78,500 obo and may consider smaller boat in trade. Call (415) 331-6035.

41-FT CHEOY LEE ketch, cruise or liveaboard, 1980, diesel, VHF, Loran, depth, knot/log, wind, AP, roller furling, refrigeration, 6 sails & spinnaker, dodger, 10-ft inflatable with 8 hp o/b, excellent condition. \$85,000/offers. (408) 363-1150.

CT 41 KETCH. FG hull. Teak house, Perkins diesel, radar, inverter, solar refrigeration, autopilot, windvane, fireplace, many extras. Beautiful world cruiser at a low price. \$49,000. Fax address to D.W. "Content" at 011-52-112-559-00, La Paz, B.G.S. Mexico.

CT 49 CUTTER, 1986. Modified fin keel with rudderskeg. Ideal cruiser, 18-month Mexico cruise, 2 people. Aft cockpit with additional center companionway. Extensive quality equipment, some only 2 yrs. old. Robert AP, 24M radar, wind gen., GPS, SatNav, SSB, 2 VHF's, PWR monitor, 130A alt, inverter, 4 bat. banks, life raft, wind vane, refrigeration, 150G water, 150G fuel, tank tender, 2 Baros, 2 clocks, VDO instruments, for/aft deck lockers, 11 ST winches, anodized spars, 4 sails plus spinnaker, 3 anchors, 300' Hi Tensile, other chain/rode, stem anchor roller/mount, Perkins, SS prop and shaft, cockpit h/c shower, bimini, side/back panels, deck wash, awning, all manuals. (415) 712-9218. ~~\$238,000~~ reduced to \$219,000.

41-FT ISLANDER FREEPORT 1979/80 center cockpit ketch, great condition, cruiser/liveaboard. New carpet, upholstery. Two cabins, heads, showers. 6 cyl. Chrysler Nissan, generator, radar, Autohelm, Loran, VHF, etc. TV/VCR, cellular, furling jib, enclosure, Avon, davits, 10 hp Honda. \$89,900. (415) 332-2566, (408) 625-0498.

IRWIN 40, MK II, 1983. Semi-custom sloop. Separate aft cabin, large galley and nav station. Roller furling, full batten main, all lines aft, 30 hp Yanmar, 5KW generator, ice maker. Fast, unique, upgraded since launched. \$85,000. (619) 420-1972.

TRADE YOUR LARGE LIVEABOARD sailboat for 45' Bluewater yacht. Twin 350 Chevy, all new canvas & cushions, 6.5 Onan, air, very spacious and skipper friendly, sleep 8+. Call anytime and let's talk. (510) 521-3646.

44-FT CUSTOM (Carl Schumacher) design vessel in excellent condition, PHRF rating 30, limited interior space, lots of fun to sail. Asking \$95,000. (510) 865-4109.

VAGABOND 42-FT, 1986. Heart dictates end to my sailing. Ctr. cockpit ketch, 61 hp. Lehman diesel. Outstanding layout below. All new spars. Main stepped on keel improves original compression-post design. New standing rigging. New North main sail. 6 coats epoxy insures hull against blisters. Double Trinidad coated bottom, gives 3 yrs. service. New batteries. Avon 6-person double-bottom liferaft. Rigid and Avon dinghies, 5 hp Nissan o/b. Two 45 lb. CQRs. 400' chain for one, separate rode for other. Danforth kedge, appropriate rode. Autohelm #6000, Loran, etc. 3 jibs, staysail, mizzen. New stove. \$1,100 spare parts for diesel. \$138,000, no agents. Frank Barbaria, (415) 331-5811 or write: P.O. Box 1447, Sausalito, CA 94965.

SAILOR TO BE in love again, capable to own custom one-of-a-kind 40-ft bluewater yawl. Must know quality, like wood, varnish paint, Mercedes diesel engine. One owner, must retire, heart condition. Priced to sell. (310) 519-7960.

NEWPORT 41-FT liveaboard/cruiser. In Sausalito. Recently hauled and surveyed. Bottom freshly painted and blister free. Powered by Universal Atomic diesel. Includes main sail, new jib, h/w heater, new head, 3-burner stove, VHF, Loran, new batteries and much more. \$65,000 or owner finance. \$4,995 down, \$995 mo. 120 payments. 11.5% interest. See at Sausalito Yacht Harborslip 120 on C-dock. Call (404) 416-4518. For an appointment only call (415) 383-2330.

51 FEET & OVER

MacGREGOR 65, pilothouse cutter 1988, Perkins 135 diesel. Custom interior for extended cruising comfort. AP, dual steering, generator, watermaker, radar, refrigeration, heat/air cond., washer/dryer, Loran, SSB, VHF, TV, stereo, main/jib/genoa furling. Recently hauled & serviced. \$195,000. (510) 523-9292.

65' CT, 1984. Robert Perry performance hull. 5 staterooms, 17 x 17 salon! Aluminum spars, 6 sails, A/C, 12.5 KW, SSB, WX-fax, SATNAV, radar, watermaker, dishwasher, icemaker, microwave, liferaft, more! Great condition! Complete specs, color brochure. Motivated for quick sale! (619) 235-6929.

GULFSTAR 50 KETCH. Ready to go. Watermaker, generator, trace inverter, W/fax, radar, Loran, ham radios, diesel heater, RDF, cruising sails, VHF, depth, windspeed/point, KM, Perkins diesel, Vac-U-Flush head and more. Never Chartered. Great condition. \$130,000. Alex (415) 366-8318.

65-FT FREEDOM. Three-masted schooner, beam 17.9, draft 7.4. Refitting not complete. \$250,000. Will consider offers. (510) 620-0642. Ask for Ron or Jennifer.

56-FT ON DECK STEEL KETCH motorsailer, Sutton design. Fully equipped for world cruising, charter, and/or liveaboard. Sonar, air conditioners, two 15KW generators, much more. Add food and go. Must sell (360) 378-3290.

CLASSICS

45-FT EDSON SCHOCK YAWL circa 1926; extensive Southern California race history, fir on oak, needs new deck and partial restoration, very good hull, good sails, recent haul out. \$16,000 or best offer, serious inquiries only. (510) 409-2396.

1948 ALDEN 33-FT KETCH, plan 856, red cedar over oak frames, professionally built. Yanmar aux., monel shaft, Maxi prop, diesel heater, 160 amp alternator, smart charger, shore power, North full batten sails, Harken roller furling jib, Loran, VHF +. Fully restored, refastened, keel bolts new, S/S fuel/water tanks. Absolutely no rot, leaks. Rigged single-handed. Fast; reach sustains 9 knots, windward 5+ knots. Surveyed perfect 10. Varnished inside and out. Asking \$30,500 obo. (510) 521-9268.

1948 40-FT MONK cabin cruiser. Gorgeous liveaboard with beautiful interior, enclosed aft deck, running 671 diesel. Recently renovated with all the modern conveniences including Paloma (on demand) water heater, built-in micro and file cabinet, shower, etc. Call (415) 296-7160.

48-FT ELCO SEDAN CRUISER, 1938. Tri-cabin, two heads, separate shower, twin Mercedes diesels, dual steering, radar, Loran, VHF, AC/DC refer, stove with oven, great classic boat, hull refastened, new plumbing. Liveaboard berth also available, Emeryville. \$49,500. (510) 601-6099.

30-FT GAFF CUTTER. Wm. Garden's original *Bull Frog* (1947). Red cedar over oak. Hullwooded & refastened (1989-92). Fully equipped for cruising or liveaboard. New Perkins diesel, dodger. Sutter sails. \$27,500. Interested in offers. (707) 824-9222.

32-FT GAFF CUTTER. Go anywhere ocean cruiser launched 1982. Fiberglass NA designed hull, 20,000 dsp, diesel, expertly custom built to extremely sturdy standards. Excellent condition, completely equipped. 6 tanbark sails, 1 G&Y spindrift. \$89,500. Call/fax (360) for details and equipment list.

1910, 48-FT LOD, GAFF YAWL. *Pricilla*. Built in Lowestoft, Eng. Pitch pine on sawn oak. Copper rivited, forged iron floors. In water restoration project. No interior. Serious inquiries only. \$15,000. Frank Benko (707) 786-4804.

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CROSS TRI 42-FT beam 24, ketch rig, 13 hp Volvo. Full sails w/extras. GPS, Loran, VHF, CB, depth/speed. Propane 3-burner w/oven, ref., microwave. Solar, 5000 watt gen., fireplace, dinghy w/5 hp. Lots of extras. Please call (805) 543-3128. \$25,000 obo.

SOLARIS 42-FT Bridgedeck catamaran. Professionally built in f/g to Lloyd's highest specifications. Luxurious teak interior with 4 double staterooms. Comfortable cruising. Twin Mercedes diesels, radar, GPS, AP, windvane. Life raft, windlass, hard dodger, dinghy & davits, freezer, inverter, etc. \$139,000. (415) 331-3925.

F-25C New farrier designed carbon fiber trimaran. A true coastal cruiser/racer which is trailerable, shoal draft and fast. Rotating carbon mast. 6 ft. bowpole, Smyth Technora sail plan, roomy interior. Will custom finish to your specs. Lyman White, (303) 772-6082.

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40-FT PIVER TRIMARAN. Aft cabin, sleeps 7, propane refrigeration/stove, workshop, aluminum masts, shower, pilot house, all new paint, autopilot, diesel & instruments: depth, speed, wind instruments, watermaker, windlass, pumps, lifeline, davits, VHF, batteries. Located Guymas, Mexico. \$28,000. (503) 549-0913.

36-FT CROSS TRIMARAN. Professionally built. Yanmar diesel, Autohelms, dinghies, oversize rigging w/pulpits, lifelines, extra: sails, anchors, etc. Lost interest, so everything goes w/boat! \$14,000 obo. Trade up/down for land, car, etc. May finance. Will sell to best offer! (510) 634-6012.

37-FT SEARUNNER TRIMARAN. Mexico veteran, documented, 5 sails, 8 winches. New bottom paint. West System. Propane stove. VHF, depth, sailing dinghy. Recent innovations. Fully equipped. Too much to list. Insured for \$40,000. Sacrifice \$15,000 obo. Illness forces sale. (916) 361-8351.

37-FT SNOWGOOSE CATAMARAN by Prout, 1986. One owner. Low miles in Bay and Delta. Nicely equipped. All original (even water pump impellers). This is the best performing and best looking cruising cat under 43'. \$115,000. (415) 380-8979 or fax (415) 381-8142.

STILETTO 27 CATAMARAN. 20+ knots. Racer/cruiser. Totally upgraded in 1994. Beautiful, strong, trailerable, 10 hp Honda. \$15,500 obo. Can finance. (707) 274-1875, eves. after 7pm.

SOUTHERN CROSS 39. Built 1980. Up to date electronics, 10 sails. Dinghy with outboard, wind vane. A cruising boat in immaculate condition. \$98,000. Please call (510) 814-6974 and leave message.

31-FT FARRIER F9A. Professionally built, sails great, trailer, Duracore, VHF, Isomat spar & boom, Sobstad Genesis sails, AP, TriData, 15 hp o/b. \$79,900 U.S. obo. Victoria, Canada. Call (604) 881-2436.

SOUTHERN CROSS 28, 1979/80. Classic Tom Gilmer offshore, canoe-stern cutter. Airex-cored hull, balsa-cored deck, and in Robert Perry's words, "she looks like a sailboat". See *Sinbad* at Berth 194, Alameda Marina. \$27,000. Call (510) 521-0196.

PIVER LODESTAR 36-FT ketch tri. Professionally built, re-rigged '89. Surveyed '93, GPS, radar '93. Rebuilt diesel. Great boat and getting better. Delivery negotiable \$27,000 obo, must sell. Located Portland, OR. (503) 283-2268, lv. msg.

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52'6" BAGLIETTO MY, Italy, 1971. Twin Detroit 8v-71t-340 ph ea. New Awlgrip, electronics, survey. 10' hardbottom Achilles dinghy + 5 hp Honda. 2 stations w/hydraulic steering. 2 staterooms. 2 heads w/shower. 2 saloons, sleeps 8. Maintained like new. (415) 775-9869. \$109,000.

36-FT VIKING SPORTSFISHER. Spacious liveaboard, wood hull, twin V8's, two 100 gal. monel tanks, AP, VHF, private double bed stateroom with shower, hot water, full kitchen with large fridge, full canvas, dual control flying bridge. \$20,000. Possible trade, finance. (510) 814-0121.

TRAWLER 40'. Ocean Marine 1977 fiberglass model. Drydocked in Sacramento area at 7041 28th Street, North Highlands, CA 95660. Only \$39,000 with assumable loan. Would make nice retirement boat to live on and cruise to Mexico and Canada. Call (916) 338-3633.

30-FT CHRIS CRAFT CAVIER, 1961. Good condition. Single gas engine, runs well. Fresh bottom. (510) 536-6424.

CAPTAIN'S GIG 36' with diesel engine, 1941 model: \$2,900. 30' double ender fishing boat from Alaska with diesel engine, 1962 model: \$2,900. 57" steel motorsailer: \$4,500. Also have a couple of other boats for sale cheap. Call Pat at (916) 338-3633.

36-FT FAIRLINER, 1969. Great liveaboard or for entertaining at Pier 39 SF Marina. Large sunny cabin with many windows. 3-burner stove & oven, double door refrigerator/freezer, 20" stereo color TV w/remote, marine TV antenna, electric head, shower & bathtub. Water heater, 3 sinks with hot & cold water, solar powered 12 volt charging system, 2 large closets & lots of storage areas, sofa-bed & large V-berth, mini-blinds on windows, 2 Chrysler 440s, 1 needs major overhaul, not running, 1 needs minor work, runs. Will consider trade for pick-up truck. \$12,000. (510) 777-9071.

28-FT PATIO CRUISER HOUSEBOAT. 1983 excellent condition, cabin heater, full galley, shower w/hot water, 70 hp Johnson, very clean and ready to go. Bethel Island area. \$9,800 or best offer. (415) 381-3389.

37-FT X 11 1/2-FT RIVERQUEEN. Great liveaboard. good condition, lots more. \$10,750 obo. (415) 332-8551. Gregory.

DREAM MACHINE, 38' Rum Runner, 1931. Teak & cedar beauty. Fellow & Stewart tri-cabin liveaboard, fridge, hot water, Chevy V-8 needs work, covered berth in San Rafael. \$5,000. (415) 389-0212.

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BENETEAU 35-FT OCEANIS, 1988. 1/3 interest available, flexible schedule. Original owner, 7 yrs TLC inside and out. Immaculate. 3 new sails, roller furling, skylit interior, 3 private cabins, sleeps 6. Extra interior storage. Ideal cruising or Bay boat. Alameda. (415) 967-7359.

LANCER 36. 50% interest available in 1982 Bill Lee sloop. Outstanding Bay boat, never raced. Original owners, dark blue Awlgrip LPU topsides, five sails, roller furling, cruising interior, epoxy bottom, dinghy, downtown Sausalito berth, completely equipped. This is a great deal. Experienced sailors only, please. Selling partner has bought new boat. Call Alson Silva for more info: Office (408) 748-9398; evening (408) 288-6307 or George at (415) 289-1308.

NORSEA 27. Beautifully equipped with AP, furling, diesel & trailer. 1/4, 1/3, or 1/2 partnership available. Families with children welcome. Trail or sail anywhere. Steve or Cathy. (415) 851-3056.

PACIFIC SEACRAFT 25-FT. Excellent boat for S.F. Bay. Diesel, galley, head, sleeps 5. Gashouse Cove berth. \$200 quarterly includes everything, even maintenance. \$3,000 firm. Phillip (415) 552-8523.

WANTED: TWO EXPERIENCED, reasonable day sailers for my 21-ft Reynolds catamaran - stable, safe, speeds to 20 knots. 5 hp O/B. slip in Sausalito. 33% sailing time for \$65/mo. No Equity. No maintenance. Can be single-handed. (415) 383-8730.

MERIDIAN 25. Classic 1961 Rhodes designed sturdy fiberglass pocket cruiser. \$1,500 1/2 equity partnership. Possible non-equity arrangement negotiable for shared expenses, maintenance. Upwind Berkeley berth. Sleeps four, galley, VHF, 5'11" headroom, compass, Danforths, 6 hp Johnson outboard. (510) 849-1444.

DUFOR 31. Seeking 1/2 partner, flexible or structured. Beautiful boat, Frers design, lots of extras. Paradise Cay berthed. Great partners. (415) 453-8100.

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HANS CHRISTIAN 33. 1/4 non-equity partnership. \$375/mo. plus refundable sec. deposit. Includes prime Sausalito berth, insurance, and great, easy-going partners. This beautiful traditional cutter sleeps 6 in a pullman master berth, a quarter berth and 2 settees. Comfortable head, shower and galley. Gorgeous teak. Perfect boat for Bay sails, weekends in Monterey, or even exploring the Delta. Come see what gave Hans Christian its reputation and made it a cruising favorite. Scott or Lisa, (415) 897-2916.



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COLUMBIA 22, Santa Cruz slip 1/3 interest. Great weekender (cockpit accomodates 4+ adults comfortably), '94 Johnson o/b, '95 haulout. \$900 obo, \$54/mo. Russ, (408) 458-9020.

PARTNER WANTED FOR 1979 TARTAN 10, racing sloop. Recently replaced knotmeter and depthfinder. Also has windspeed and Loran. Good condition. Race or sail in Bay or ocean. Will consider equity or non-equity for 1/2 share. Call (415) 892-8753.

COUPLE SEEKING PARTNERSHIP in 27' - 29' sailboat, S.F./Marin. 15 yrs Bay experience. Prefer tiller and diesel. (415) 296-3426 Rick.

CATALINA 30. Sausalito, 1/4 equity partnership. 2 weekend days, 5 weekdays, \$250 mo. (or 7 weekdays only) or design your plan. Diesel, BBQ, stereo/tape, large cockpit with wheel steering, VHF, EPIRB, GPS, Lifesling. Spacious & comfy (6'1" headroom) great for overnights in very nice condition. Call Lee (415) 332-9250.

20 KNOTS TO HAWAII and around the world. West coast power triamaran nearing completion for *The Around the World Powerboat Record*, early 1996 voyage. Circumnavigation through both canals, in less than 74 days including stops. \$150,000 investment secures on-third ownership and position for the entire voyage. Serious sailors only. (415) 928-6311.

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TRADE

YOUR 30-32 INBOARD DIESEL Islander, Ericson, Pearson or similar, prefer wheel over tiller for my 1966 restored Mustang coupe white/red and cash. Call Fred at (510) 654-0733. or (510) 786-2300.

EXCHANGE: ONE OR MORE HOMES in Sacramento area, leased with positive cash flow and assumable loans. Trade equity for well-maintained, free and clear, cruising sailboat steel or fiberglass 35-ft. +. Value \$30 to \$65 K, principles only pls (916) 331-7749.

ICE CREAM / YOGURT / FOOD FRANCHISE in the beautiful Sierra foothills. Established over 20 years. Owner works part time. \$150,000. Would like to trade all or part for cruising sailboat 36' to 50'. (916) 432-0570.

SPECTRA BRAND SAMSOM 12 STRAND 3/8, 1/2, 5/8, 1". Slightly used Gas Systems gimballed 3-burner and oven with 2 cylinders, Yacht Systems steering pedestal. Need 2:1 reduction gear for 50hp Perkins. Self-steering, So Pac charts, bosun chair. Call (702) 673-4525 eves.

MOTORBOAT for sale or trade for sailing dinghy, type Aristo Craft 19-ft with 165 hp inboard/outboard with fiberglass hard top. 2-axle trailer. Very little used. \$2,500, make offer. (510) 222-2312.

BED AND BREAKFAST. (7 bedroom/6 bath) right on the beach on Hanalei Bay, Kauai. Presently being remodeled and will be spectacular in several months. Live in or use local management. Big cash flow. I wish to trade my \$225,000 equity for a 47 to 55-foot sailboat or motorsailer, cruise ready. Boat price should be between \$100,000 and \$250,000 and be in excellent condition. Equity can be compensated. House price \$950,000, assume existing loans. (510) 256-9600. Call for details.

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WANTED

WANTED: PARTS FOR ALBIN AD-2 DIESEL engine. Send list to George Visman, 2901 High Hill Ranch, Placerville, CA 95667. Please call (916) 644-7475.

WANTED 32-40 FT STEEL BAREHULL or project boat. Call Dave (415) 688-5858 or write to 750 La Playa #839, San Francisco, CA 94121.

WANTED: USED TRAILER for Cal 25, full keel. Please call Kevin (916) 244-2127.

LIVEABOARD, 10 DAYS IN JULY. Older boat-owner couple from Oregon with 20 years experience in S.F. Bay want 30'+ liveaboard only from July 5 - 13 as close to City as possible. Very reasonable. Tom & Roz (503) 371-7222.

WANTED: 8-FT DINGHY, Wood/glass Marimar bronze hardware & shell blocks. Please call Michael 331-8850.

WANTED: ONE USED WETSUIT, somewhat torn. Wanted: 1/4". I'll pay \$15 max. (415) 331-2612.

WANTED: RADOME (ANTENNA) for Furro 1720; unit 2 Harken furler or equivalent; Lewmar #40 winches or equivalent; good tricolor. Lost big mast in Rafallones Race. Help!!! (510) 521-1667, or fax (510) 521-2458

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BOAT CRADLE, steel, adjustable, fits Swan 46, \$1,500. Martec prop \$150. Spinnaker, 1.5 oz. new, 39' x 18', \$500. Call (510) 376-5175.

VOLVO MD1 motor and transmission, everything works, fully operational and painted. \$1,250. Make any offer! (408) 688-6527.

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MONITOR WINDVANE. Fine condition. Completely rebuilt. \$2,000. RIX oilless scuba comp. Made in USA, 3CFM 3000 PSI, not pretty, works great, 100 hrs max. Perfect for Mexico. \$2,500. for appt. call (415) 332-9527.

BAUER DIVE COMPRESSOR. Belt drive from any motor or small portable motor. Complete with filters, tank fill hose, etc. New \$1,400. Ritchie globemaster SP5 Mag compass. \$300 new. Magnavox 4102 SatNav \$150. Navico 5000 WP, new \$500. (619) 425-2852.

TRIMBLE ENSIGN HAND-HELD GPS with remote antenna pak, \$400. New wood fibrbds for Avon 310/340 dinghy, \$250; 'New' Mirador (Hecho en Japan) 12 x 50 Binoculars, \$65 ea.; 1984 Johnson 115 hp/VRO OB Trim/Tilt, \$2,000 obo; Yanmar D27 diesel O/B, \$2,700. Wanted: Coastal life raft. Trade? Jack (916) 487-1481.

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CHARTS FOR SALE Complete South Pacific set, Seattle to Australia, Japan, plus more. 369 charts total. Originals plus photos. Call Tom 206-822-1704.

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MAIN SAIL: tanbark colored, luff 29', leech 29.6', foot 9.7', 2 reef points/reef lines, great condition, \$190 obo. Storm jib: luff 23', leech 17.5', foot 9.8', \$75 obo. winch handles: 8" locking, 10" chrome, \$15 - \$20, and lots more stuff. Will trade plus cash for 8 - 10 outboard. Amy, W (415) 395-7583; H (415) 927-4565, lv. msg.

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TEN SPEED MEN'S UNIVEGA road bike, \$50. 1974 Audi 100 LS 4-door sedan: body (Emerald green) and interior (tan) excellent; needs tranny work; comes w/12 tires & many misc. extra parts, \$200. Pool table, standard, needs refelting, \$75. In Petaluma, (707) 769-1850.

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BAREBOAT CHARTER. Gorgeous 36' Bristol sloop out of Sausalito. This boat has everything! I am seeking one individual only who has at least two years experience and is willing to commit \$275 per month to have a fine yacht at your disposal. Don't pay the high prices of sailing clubs to get an ill-maintained and unloved yacht. Use it 2, 3, or more times a month at no additional cost. No lesson, no learners - only experienced sailors need call. Please call Paul at (408) 988-5880. or (707) 935-0974.

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COME JOIN US! The San Francisco Bay Oceanic Crew Group invites skippers, crew and apprentices to join one of S. F. Bay's most active sailing groups. Our focus as a non-profit organization is to offer sailing experiences to Bay conservation groups while improving our own sailing skills. For info, call our Hotline at (415) 979-4866.

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BAADS, the Bay Area Association of Disabled Sailors, offers safe, exciting recreational opportunities on San Francisco Bay for physically disabled sailors and able-bodied volunteers. No sailing experience necessary; adaptive equipment available. Cash and other tax deductible donations welcomed. (415) 281-0212.

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UNIQUE RIVER LIFESTYLE. Vacation at home in this very special 3-story "A" frame with 4 bedrooms, and 2 baths. Relax in your hot tub on the deck overlooking the wide water of the Napa River or go fishing from your pier and boat dock. You'll enjoy the comfy feeling of the rustic interior with knotty pine and beamed ceilings. Call me if you're intrigued about living on the water. RIANne Ken, Century 21, Alpha Realty (800) 446-0448.

HOUSE, BRAND NEW, for rent on Napa River. 38' deep-water dock. Large 3 bed rms, 2 baths, view, large ground floor, 3 stories. Must be seen to be appreciated. Call (510) 222-2312.

CREW

WANTED: student age to crew on 38-ft powerboat late Spring & Summer Southern Calif. and Northwest waters. Reply to Box 1109 Carmel Valley, CA 93924 with qualification, availability, wage expectancy, etc.

SANTA BARBARA RACE. Interested in participating in a fun race down south? July 2nd. Call (415) 541-9259.

SINGLE SAILORS ASSOCIATION is looking for crew. Beginners welcome. We have skippers. Many opportunities to sail and learn. Our members enjoy cruising, racing and other activities year around. For more info, call (510) 273-9763. Singles only, please.

RETIRED ATTORNEY needs crew man with electrical ability and crew woman to cook, clean and navigate to accompany family of four. We pay food and boat expenses for experienced crew. No salary. Left California last year, now in the Caribbean. Contact Parrish, 1491 North Calle La Cumbre, Camarillo, California 93010.

CREW TO ACTIVELY PARTICIPATE in sailing 51' ketch. Bay sailing, coastal cruising and South Pacific, soon. Either a sailor or want-to-be. Must have time and interest; only seriously interested should respond. To share in crew camaraderie, call (415) 332-4189.

NEED CREW? 31-yr. old Bay Area professional looking to cruise/daysail. I'm open — Hawaii, S. Pacific or? Limited experience, but eager to learn, willing to work, athletic and easy to get along with. I'll bring my own sandwich. Jim at (415) 648-6046.

FAMILY NEEDS CREW. Woman, to cook, help clean and navigate, accompanying two crewmen, couple and two children. 74-foot sailboat. No salary, but we pay food and fuel. Will cruise from Caribbean to South Pacific. (805) 482-5333.

TWO YOUNG SENIOR WIDOWS, very fit, one experienced, one not, want to crew in warm waters, Oct., Nov., Dec. 1995, with woman skipper. Will pay own transportation. Contact Louise, S.R. 7B, Captain Cook, HI 96704. (808) 328-2380.

SEEKING LADY CREW/COMPANION for extended Mexico/Caribbean leisurely cruising on refitted Cal 39. I'm newly retired professional, young 56, with sailing/mechanical/navigation/culinary skill. Departure planned for 9/1. Call Roger (510) 339-2564. Let's meet to test the waters.

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SAN FRANCISCO TO PACIFIC NORTHWEST, a harbor hopping trip of 2 to 4 weeks duration. The crew (male or female) should be schedule free, have some experience and share expenses. Boat is a well-equipped 41' sloop. Curt (415) 588-3039.

DO YOU WANT TO SAIL? Male/female crew members needed to help exercise my Hunter 30, San Francisco Bay. Experience is not necessary. Senior are especially welcome. Call Bob (209) 795-7554 wkdys, (510) 215-7228, wknds.

SHIP CAPTAIN, chief mate, cook for 145-ft top-sail schooner Californian. Mission: sail training, Maritime History, coastal conservation. Master/Mate require minimum 100-ton sail license. Experienced applicants may apply to: Mr. White, 24532 Del Prado, Dana Point, CA 92629. Fax to (714) 240-7842.

FAN, 46' ketch needs crew for day sailing out of Bodega Bay until late June. Sailing Monterey Bay July until mid-Aug., Santa Barbara - Channel Islands mid-Aug - Sept. Non smoking, non-drinking. SASE Fan, Box 634, Petaluma, CA 94953.

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CREW WANTED WITH EXPERIENCE: for racing and daysailing Catalina 30. Single female skipper wants sociable companions. Single men/women and couples. Sausalito. Please call Lu (415) 332-9250.

LADY WATER BUG WANTED. Lady water bug wanted. Single white male, 30s adventurous and handsome, seeks female 25-40, any race, for sailing, waterskiing, bicycle rides and your special adventures. Must have plenty of free time! Write to Jim, 2110 16th Ave., San Francisco, CA 94116. Photo appreciated.

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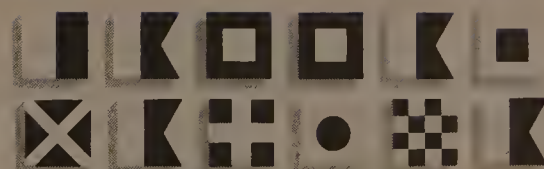
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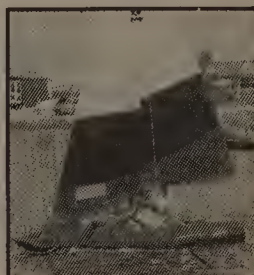
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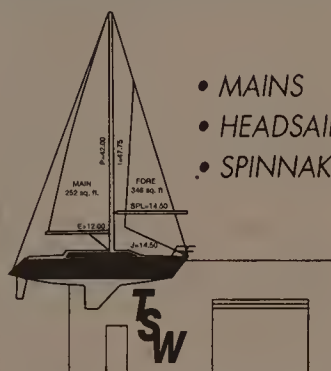
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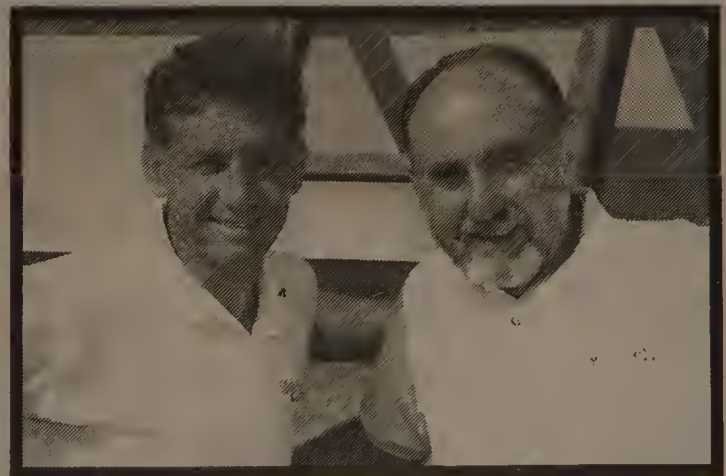
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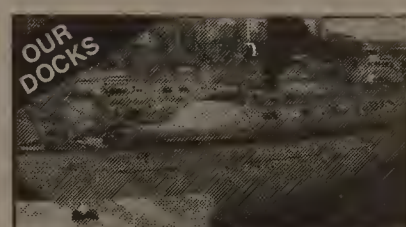
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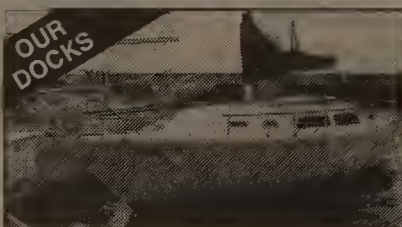
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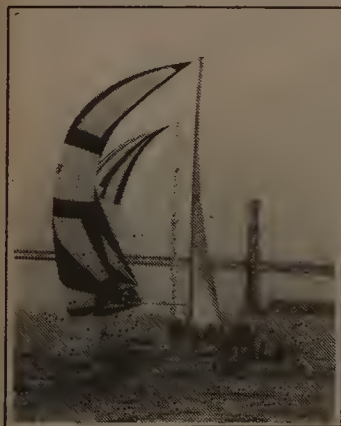
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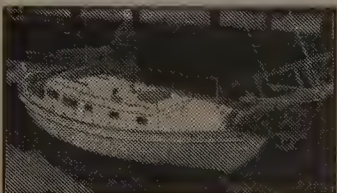
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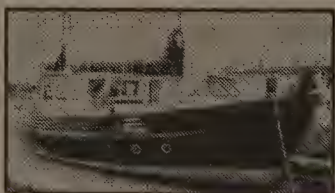
Twin Detroit, 4 kw aux. Recently refurbished. Great, roomy lvbd. S.F. Marina berth. Only asking \$35,000.



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68' DEERFOOT, 1980

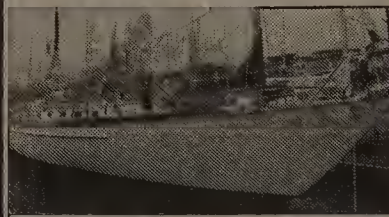
Custom built by Salthouse Brothers, N.Z. Completely rewired, new electronics, Battcar systems, new roller furling system, new bottom paint. Priced to sell fast \$485,000
Bruce White



sistership photo

47' VAGABOND, 1981

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36' ISLANDER	SOLD	27' LANCER, '84	*\$13,900
36' FERRO CEMENT, 1976	SOLD	26' COL. MkII, '70	\$ 7,500
35' YORKTOWN	SOLD	25' LANCER, '75	SOLD
34' CATALINA, '88	\$55,000	25' MacGREGOR, '83	Make Offer
34' HINCKLEY, '43	\$30,000	24' J/BOAT, '80	Make Offer

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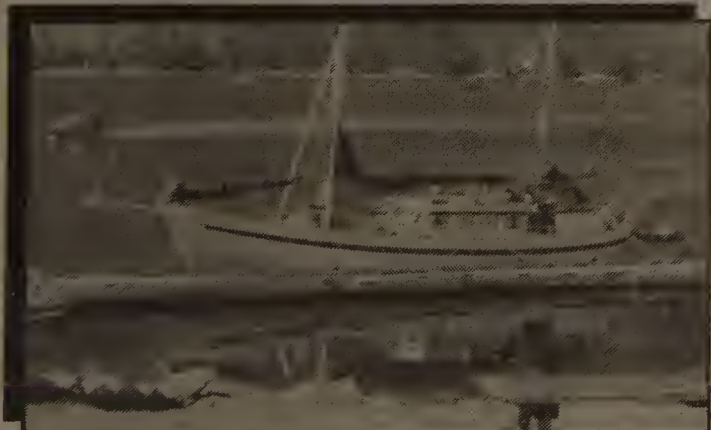
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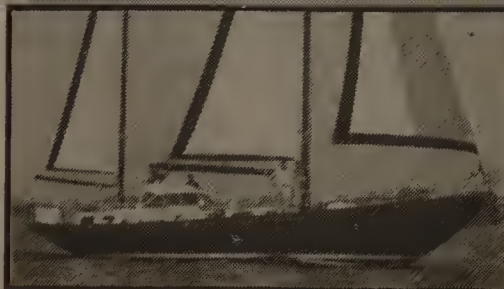
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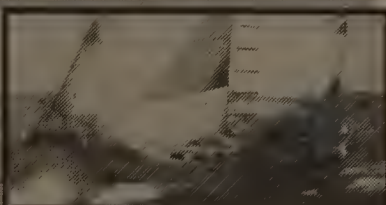
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38' ERICSON, 1984. Offshore cruiser with wind vane. Owner's double. He says **SELL NOW!!!**



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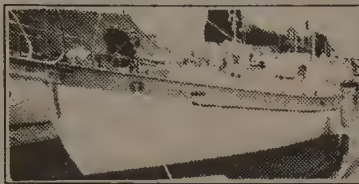
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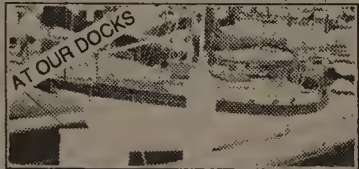
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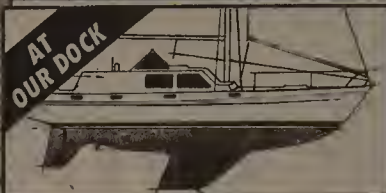
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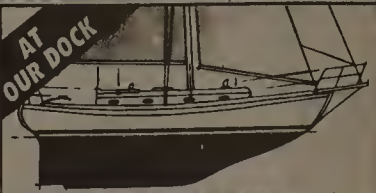
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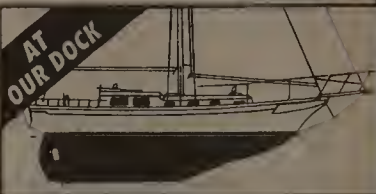
One owner, superb condition. Won't last long.



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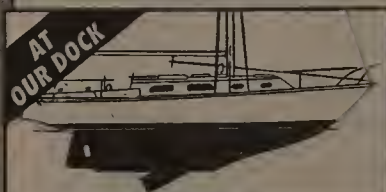
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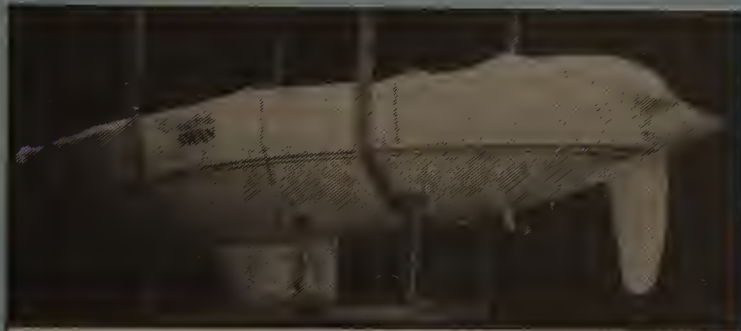


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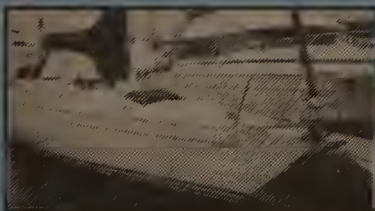


SWAN 53. *Music*.

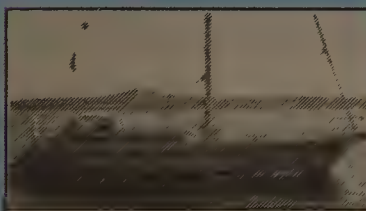
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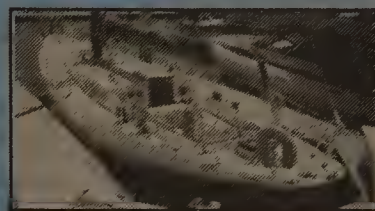
38' ERICSON, '83. Great liveaboard, aft cabin layout with many custom features. Motivated seller.



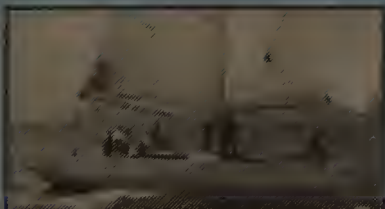
38' SWAN, '74. S&S design. An outstanding opportunity to own a Swan. Always well maintained.



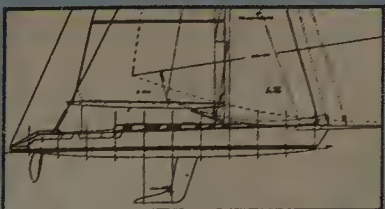
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44' ANNAPOLIS, '63. Major refit and updated. A classic in excellent condition and ready for cruising.

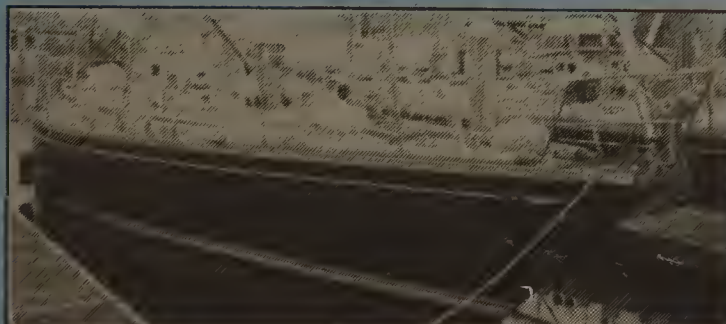


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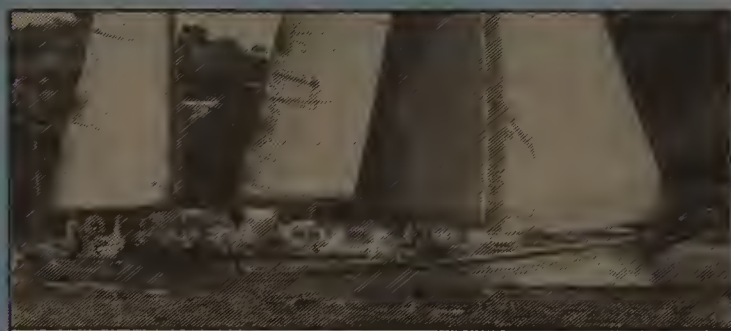
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SWAN 65. *Iskareen*, 1973.

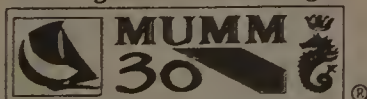
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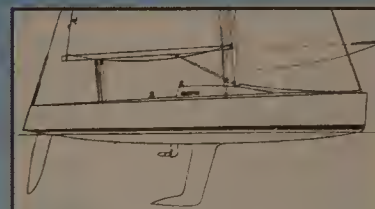
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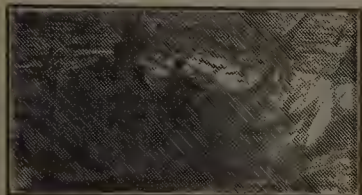
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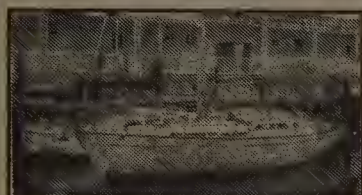
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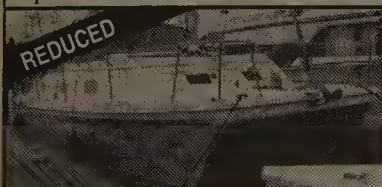
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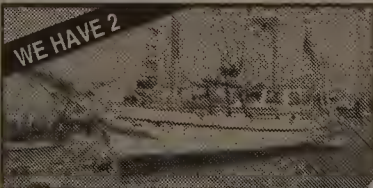
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37' FAIRLINE '85 AC, TD	119,500
38' BAYLINER '83 MY, TD	89,500
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42' GRAND BANKS '69 TR	65,000
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43' VIKING '81 DC, TD	155,000
44' PACEMAKER '65, MY, TD	52,500
45' CHB '80 AC, TD	129,000
46' HAWTHORNE '73 SF, TD	92,500
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50' STEPHENS '65 WD, TD	150,000
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30' NEWPORT MkIII '82 SL	24,000
30' HUNTER '90 SL, SD	43,500
32' WESTSAIL '76 CT, SD	55,000
34' CATALINA '89 SL, SD	54,900
34' O'DAY '84 SL, D	39,500
35' ERICSON '78 SL, SD	33,500
36' HUNTER '80 SL, SD	34,500
36' ISLANDER '76 SL, SD	44,900
36' COLUMBIA '68 SL, G	17,500
37' HUNTER '80 SL, D	34,500
37' MONK, '67 KT, D	20,000
38' DOWNEASTER '78 SL, D	69,500
44' LANCER '83 MS, TD	137,000
48' ANGLEMAN '63 Gaff, D	100,000
50' FORCE '77 KT, 50% partner	60,000
53' CROSS TRI '83, D	89,000

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BOAT OF THE MONTH

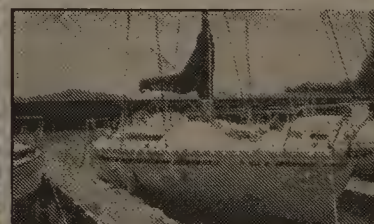


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BENETEAU FIRST 32... One owner,
excellent condition, fast and French.



ERICSON 29... Two of these
beauties, both clean, one exceptional
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CATALINA 34... Dodger, full batten
main, well equipped, excellent
mechanical, turnkey yachts.

SELECTED LISTINGS

SAIL

25' Cal 225 '78	11,900	32' Beneteau First 32 '84	42,500
25' Catalina '80	9,400	32' Dreadnought, 80	79,000
27' CS '82	16,500	32' Union '84	52,000
27' O'Day '77	9,500	33' Newport '83	28,000
27' Coronado '72	7,995	34' Catalina	57,000
28' Islander '77	16,950	36' Freedom '88	96,900
29' Ericson '73	12,950	38' CT (Ta Chaio)	64,500
29' Ericson '76	New Listing	42' Golden Wave '82	119,000
30' Tartan '78	16,900	43' Gulfstar '76 ketch	81,500
30' Newport (2)	Starting at 17,950	46' Rosborough gaff schooner	67,500
32' Ericson '77	24,500		

Many more listings, plus new boats every week! AND WE NEED MORE!

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Anchorage

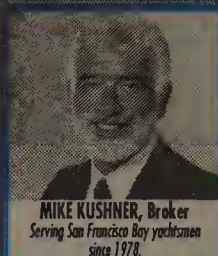
Brokers & Consultants



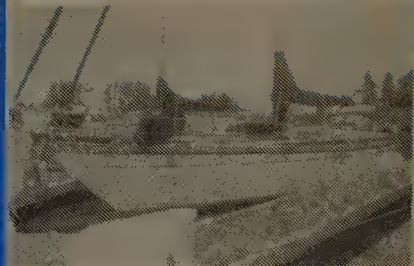
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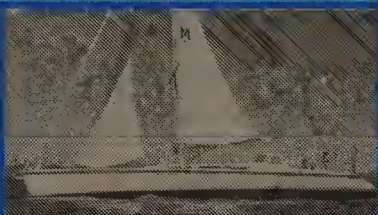


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49' CT CUTTER, '86. Immaculate & well equipped cruising cutter, with recently installed electronics. Teak decks. Dodger/enclosure. \$219,000

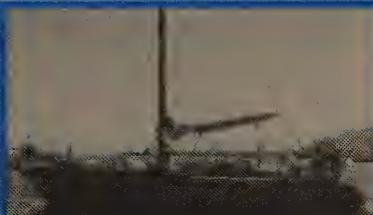
MIKE KUSHNER • DAVE MARSHALL • PETER POWELL • PHIL HOWE • CLAY PRESCOTT • DORIAN VAN CLEVE



65' MACGREGOR, '86. Fastest production boat built, attains speeds of 26 knots, yet can be single handed. Very clean. \$139,500.



42' MULL. 2 ton sloop, 2 heads. Aft strn dbl berth, mech. refig. 15 sails, AP, liferaft & dinghy. \$73,000.



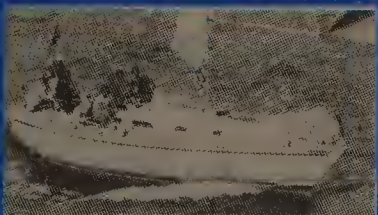
41' LAVRONIS, '88. Performance cutter. Swan-like style. Light wood interior. Teak decks. \$89,500.



38' EASTERLY. Spacious interior, clean decks, large cockpit, powerful Westerbeke diesel. \$39,000.



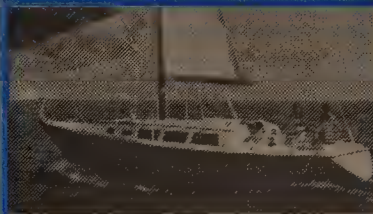
38' CABO RICO, '79. Traditional full keel world cruiser. Exceptional quality and finish. \$89,000.



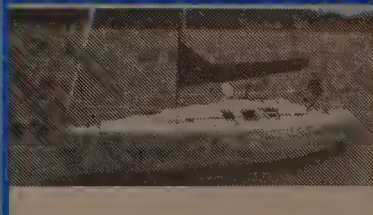
36' PEARSON, '85. Exceptional room, style and performance. Pearson quality. ST winches, dodger. Reduced to \$69,000.

SELECTED CRUISING YACHTS

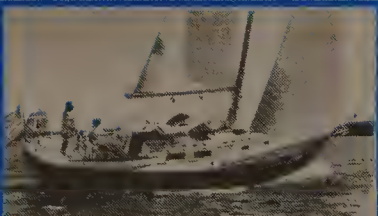
SAIL			LOO BUILDER			POWER		
LOD BUILDER	YR	PRICE	36'	ISLANDER	73	LOD BUILDER	YR	PRICE
65' MacGREGOR	'86	\$139,500	36'	PEARSON	'85	60' STEPHENS FDMY	'66	\$350,000
54' ROBERTS STEEL	'83	\$249,000	36'	S-2 11 meter aft	'79	53' BLUEWATER	'80	\$179,000
54' VENNEKENS	'79	\$170,000	36'	WATKINS	'81	53' HATTERAS	'79	\$345,000
50' FORCE 50	'78	\$111,000	35'	MORGAN	'72	51' BLUEWATER	'83	\$145,000
47' GARDEN	'74	\$79,950	35'	FIKAR	'71	49' ALBIN TRAWLER	'80	\$145,000
47' GARDEN KETCH		\$67,500	35'	BENETEAU	'90	48' CHRIS CRAFT	'85	\$210,000
45' COLUMBIA	'73	\$82,000	34'	WYLIE	'79	46' CHRIS CRAFT	'64	\$69,000
45' HANS CHRISTIAN	'76	\$169,000	33'	HUNTER	2 from	44' LUHRS	'70	\$72,500
44' PETERSON	'80	\$118,500	33'	GURNEY/HUISMAN	'68	42' CHRIS CRAFT	'69	\$75,000
42' MULL, Sloop	'74	\$73,000	33'	HUNTER	'79	42' SEA RAY 420	'90	\$199,000
41' LAVRONIS	'88	\$89,500	32'	ERICSON	'70	41' PRESIDENT FDMY	'81	\$109,500
41' MORGAN	2 from	\$61,500	32'	MORGAN	'79	40' BEST WAYS FDMY	'84	\$124,000
38' CABO RICO	'79	\$89,000	32'	WESTSAIL	'76	39' BESTWAYS	'82	\$90,000
38' EASTERLY	'78	\$39,000	31'	CHEOY LEE	'70	38' BAYLINER	'83	\$89,000
37' HUNTER	'79	\$50,000	30'	TARTAN	'73	34' CALIFORNIAN	'82	\$55,000
37' HUNTER LEGEND	'88	\$84,500	30'	PEARSON 303	'84	34' LUHRS SPORTFISHER	'90	\$78,000
37' FINGERET	'73	\$39,500	29'	CAL	'70	32' UNIFLITE	'79	\$49,500
36' FREEDOM	'88	\$119,000	28'	ISLANDER	'77	31' RIVA	'78	\$79,500
						28' SEA RAY	'86	\$22,000
						25' PILOT CRUISER	'72	\$20,000



36' S-2 11 METER AFT, '79. Excellent finish above and below decks. Epoxy bottom. Roller furling, ST winches, Valva dsl engine. \$48,000.



35' BENETEAU, '90. Performance racer cruiser. Unique wraparound portholes provide bright illumination below, impeccably maintained & modern interior. \$79,000.



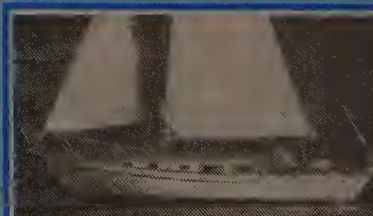
35' NIAGARA, '81. Very high quality sloop, Westerbeke dsl, roller furling, autopilot, dodger. \$67,000.



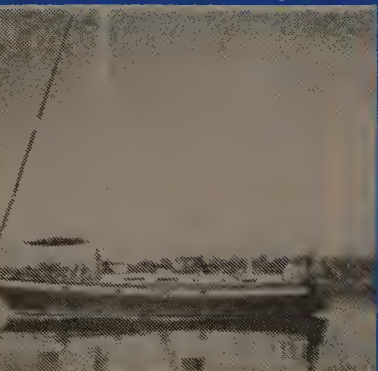
33' GURNEY/HUISMAN, '68. Aluminum hull. Strong, lightweight, fast. Gurney design. Perfect couples bluewater cruiser/racer. \$39,950.



32' MORGAN. FAR BETTER THAN NEW. Extensive customizing and upgrading, new 3 cyl. FWC Yanmar in '91. \$49,000.



32' ARIES, '80. Rugged fiberglass version of a wooden double-ended classic. 3 headsails, dodger and 33 hp Westerbeke diesel. \$29,950.



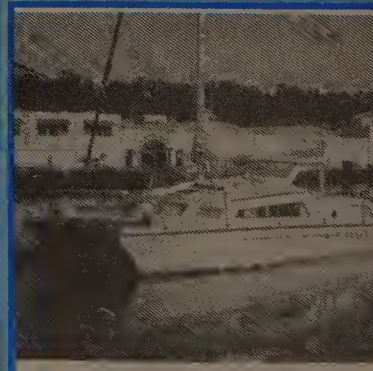
54' ROBERTS STEEL KETCH, '83. No compromise 3 stateroom cruiser. Bright light oak interior. Gleaming blue LPU hull. Teak decks. New engine, more. \$249,000.



34' CALIFORNIAN, '82. Twin Perkins 4-236 diesel Sedan, custom mahogany interior, galley down, davits & swim step, head w/ separate shower. \$55,000.



32' WESTSAIL, '76. Solid cutter. Low use engine. Autopilot, extensive ground tackle. Rigging. Mechanically and structurally superior. \$40,000.



42' SOLARIS CATAMARAN, '76. Fiberglass catamaran built to Lloyd's 100A1+ specs, 4 dbl strms, 2 heads, twin Mercedes dsls. Cruise equipped. \$159,000.



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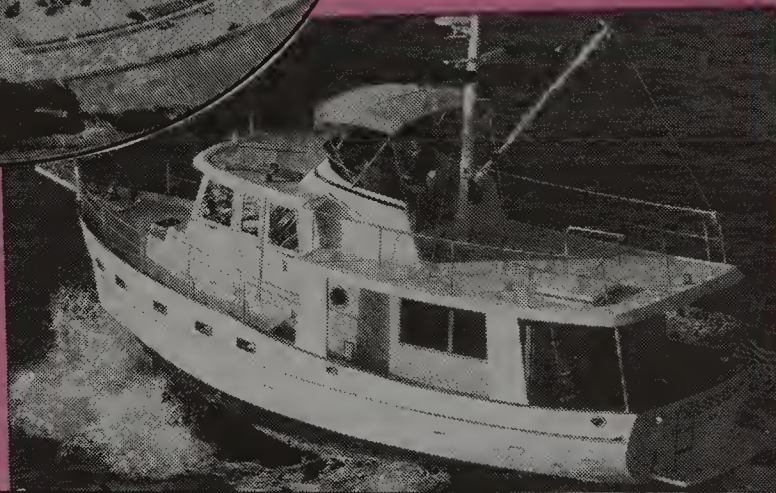
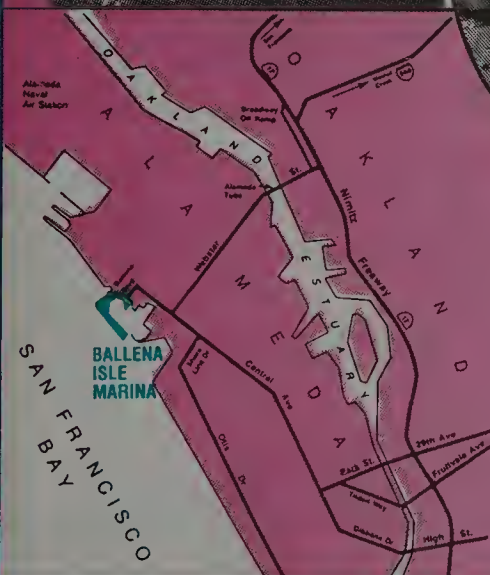
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Look for this symbol, indicating businesses located in Ballena Isle Marina.



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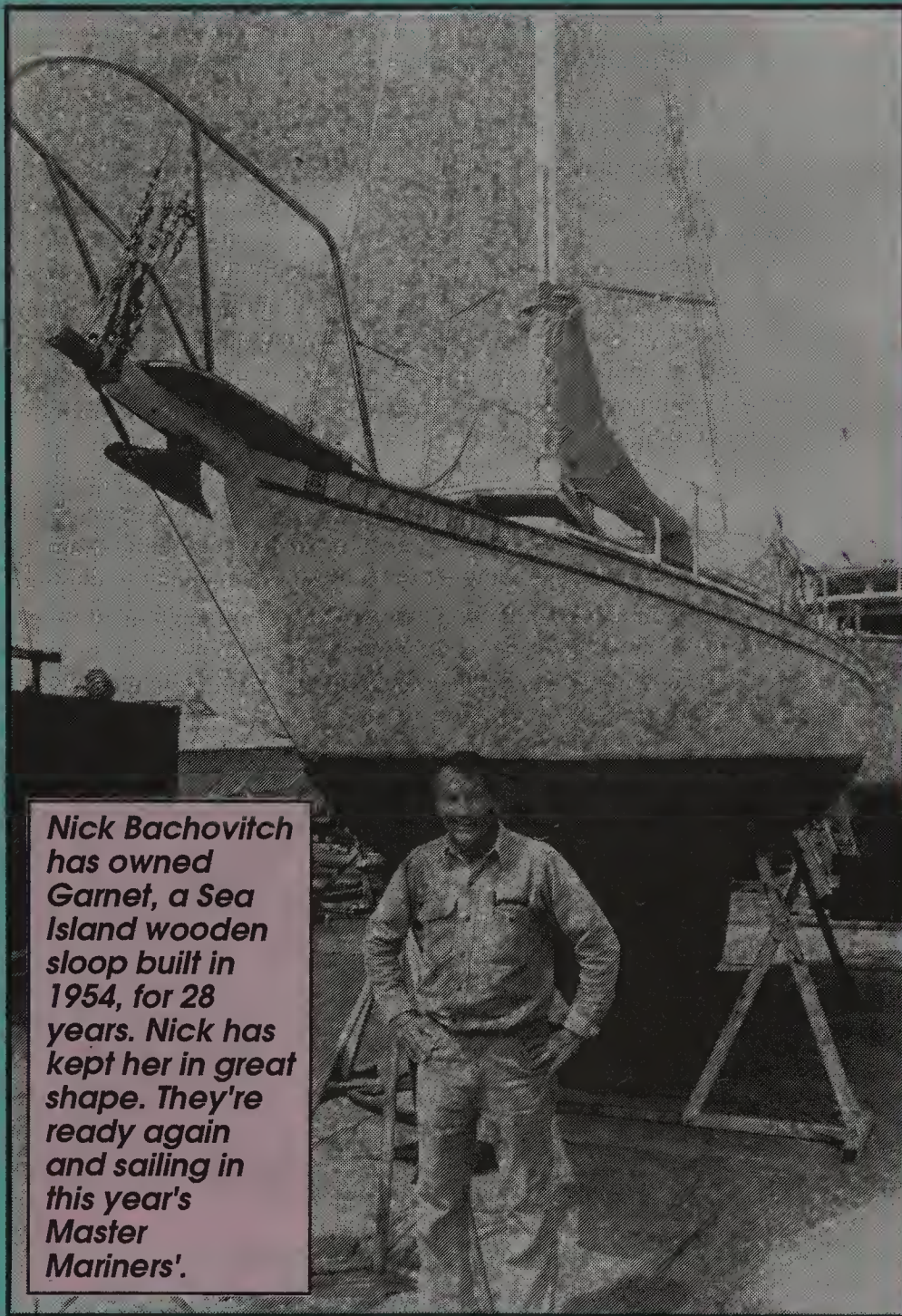


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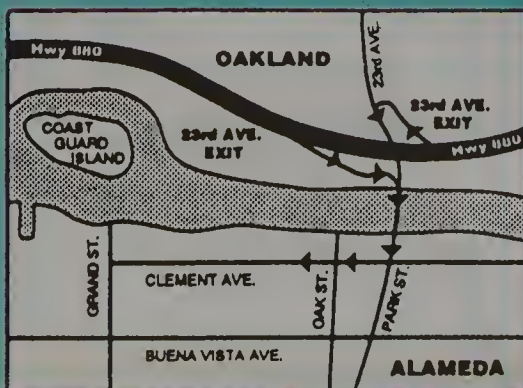
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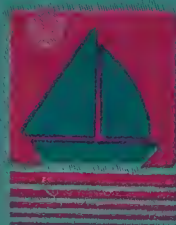
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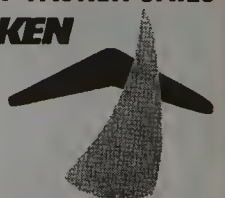


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